

Rush for Jitneys and Motor Trucks at State and Madison After Five O'Clock.



THOMPSON HAS PHILOSOPHY.

President Quinn of the surface lines men said he would not stay, as long as President Busby would not.

"The idea was," said Mayor Thompson, "that if these men could have been brought into breaking bread together and practically sleeping together, they would meet more as man to man and the way to an agreement would be opened."

MAHON GIVES UNION SIDE.

Every point in the controversy was emphasized by President Mahon at the afternoon conference. He told why the men wanted fewer wages and recalled how three years ago when the officials had offered the car men a scale of seven grades the arbitration board increased the number of grades to nine. They had asked another year, he said, to the time it took a carman to receive the maximum rate.

He attacked the tripper system. He asserted that the officials want to run as many trippers as they wish. Under such conditions, he maintained, men work only an hour or two a day and get paid only for the time they work.

The aldermen inquired concerning the demand for a ten hour day to be made in twelve hours.

"A large percentage of the men are compelled to work from fourteen to sixteen hours," said President Mahon. "They work some more and then lay off, and keep on this way until they make their nine or ten hours."

TWO OTHER PEACE MOVES.

Two other moves were made for peace. This morning the state board of public utilities, acting on instructions from Gov. Dunne, will meet in Chicago to tackle the problem. A resolution asking this move was introduced in the senate and passed during the day. The members of the board are in doubt as to how far the body has power to act in a strike, but Chairman O'Connell announced the situation would be approached in a helpful spirit rather than an arbitrary one.

The traction officials refused the offer of the services of the state board of arbitration and the union heads announced they had failed to receive a communication from the board, but Chairman Winicki announced the board would meet Friday morning in the county building prepared to act. Attorney Grossberg insisted the state arbitrators have full power to take possession of the companies' books and documents and submit them to the public.

'BREAKERS' READY TO WORK.

In the meanwhile the companies' strikers are fortified with hundreds of strikebreakers to open up service in defiance of the strikers as rapidly as possible. The police are mobilized to meet an emergency situation. The strikers are organizing for picket duty.

MAYOR ISSUES STATEMENT ON TRIPLE CONFERENCE; SEES FIRST RAY OF HOPE.

Just before resuming the conference at 8 o'clock Mayor Thompson made the following statement to the Tribune:

"The first ray of sunshine I have seen since the trouble started weeks ago came to us about 3 o'clock this afternoon. I am frank to confess now that at no time before this afternoon was I at all hopeful of checking the strike or of effecting, or aiding in effecting, a settlement. But because the thing looked so hopeless at first was the reason why I tried to work that much harder. That was my purpose of getting the council to authorize the naming of a council committee to aid in bringing these warring forces together. I first met with the council committee this forenoon and had read to them everything that had transpired in all the conferences in which an unsuccessful effort was made to effect settlement or a truce. We went over all the ground, virtually beginning anew with the work of stopping this trouble."

Plans to Keep Them There.

"After the council members had been apprised of all that we had done thus far we called in the spokesmen for the car companies. And I want to say that these men have acted in the very best spirit. They are not only gentlemen but men of big intelligence. They were called in this afternoon and came gladly. They went over all the ground and the various proposals that have been made by them to this time, so that we all would know just exactly what was at stake so far as the workers were concerned."

"It was then suggested, late this afternoon, that the traction heads be called in and that all three parties—the city, represented by the mayor and the special committee and, in turn, representing all the people; the spokesmen for the union

Traction Heads Come.

"I suppose I might have suggested that this be done, but at any rate it was so suggested and the union men expressed their willingness to meet with the traction heads," that is how Messrs. Blair, Budd, and Busby happened to come to the mayor's office and again go into conference with the representatives of the men out on strike.

"After a brief conference between the three committees we saw a ray of sunshine peeping out from behind the dark clouds, and with the hope that the beginning of the end of this trouble might be in sight we thought it best to go out and get a bite to eat and come back and try to settle it."

Plans to Keep Them There.

"My plan is to keep them locked up until they do something. If they don't reach any agreement it will not be my fault, for I will stay just as long as I can get them to stay. It ought to be thrashed out now, and I am very hopeful that it will be. In any event the city will not cease its efforts to bring about peace."

"I believe we are making progress. I want to say that the spokesmen of both the car companies and the men out on strike have acted very well in reference to these conferences. There has not been any spirit of bitterness at any time, and the committees have always been ready to meet for the considering of any new proposition that might be thought worth while."

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All Factions Represented.

The members of the council committee, who first conferred with the mayor in the forenoon, were Ald. Healy, Richard, Francis, and Lawley.

The union men's representatives at the joint conference of the city representatives and the strikers in the afternoon, and later at the conference of all three committees, were:

William Quinn, president of division 241, the local surface line men.

William Taber, secretary treasurer of 241.

Edward McMorrow, executive committee of the international organization.

William S. McClenathan, vice president of the international and secretary of 308, the local elevated trainmen's union.

L. D. Bland, editor of Union Leader, the street car employees' official organ.

John J. Bruce, president of 308.

Maurice Lynch, assistant secretary of 241.

The traction interests were represented by the three heads in Chicago:

Henry A. Blair, chairman of the board of operation of the Chicago Surface Lines.

Leonard A. Busby, president of the Chicago Surface Lines.

Britton L. Budd, president of the Chicago Elevated Railways.

James A. Fugle, the mayor's closest friends and advisers, and Charles C. Fitzmorris, the mayor's secretary, brought the total number in the conference up to nineteen.

STATE PUBLIC UTILITIES BOARD WILL COME TODAY TO TAKE UP CAR STRIKE.

William L. O'Connell, chairman of the state public utilities commission, announced last night that the commission will arrive in Chicago at noon today and at once proceed to see what it can do to end the strike.

"I do not care to say what our powers are in the matter, but you may say that our disposition is wholly pacific and by no means arbitrary," said Chairman O'Connell, talking over the long distance telephone from Springfield.

"We shall proceed in accordance with the senate resolution, instructing us to take up the strike situation. It is a delicate proposition, requiring a friendly approach in a helpful spirit. We have not yet outlined our plan of procedure and consequently, I am not prepared to say whether we shall hold public hearings or whom we may ask for information."

The senate resolution, which was adopted in the afternoon, was presented by Senator Denver. It recites the powers vested in the public utilities commission under the law and lays stress upon those portions of the law providing that the commission shall have power to compel adequate service. While senators were divided in opinion as to whether the utility act justifies the interpretation that the commission should interfere in strikes, Senator Daley took the view that the public convenience is paramount.

He contended that the commission has power to issue an order to be carried out by the force of the state, if necessary, to require that service be furnished to

Strike Heads Decline State Offer to Arbitrate; Board to Hold Hearings.

Traction officials declined the good offices of the state board of arbitration in the settlement of the strike.

An effort was made by members of the board to get into communication with the strike leaders. Chairman Leo J. Winicki, Secretary Charles D. Preble, and Attorney J. G. Grossberg called at union headquarters at the Briggs house.

Attorney Grossberg announced that the board will hold public hearings in room 1124, county building, on the strike situation, beginning Friday morning. The hearings are contingent on whether the situation is unchanged by that time.

"The hearings are intended to throw light on the whole strike issue," Attorney Grossberg said. "We have power to subpoena a compel attendance of witnesses and power to compel answers. We are also empowered to examine books and documents."

Chairman Winicki said the board will decide on today or tomorrow. Several

of the leading men on both sides of the strike, he said, will be among them.

Busby's Letter of Refusal.

President Busby's turnaround of the board's offer of arbitration was addressed to Mr. Winicki. It read:

"Dear Sir—We beg to acknowledge receipt of your letter of June 14 with reference to the street and elevated railway strike."

"We have already offered arbitration on a basis which we think must appeal to every one as being fair beyond question. This offer is still open, and we do not, therefore, desire to apply for arbitration by your board."

Strike leaders assembled at union headquarters at the Briggs house were confident of victory. They pointed to the action of the city council prohibiting the importation of strikebreakers as an indication that public sentiment is on the side of the men.

Ald. John C. Kennedy, who introduced the anti-strikebreaker ordinance, called at union headquarters and received congratulations of the union leaders. A regular justification meeting was held, with Ald. Kennedy as the center of attraction.

Kennedy Jubilant Over Action.

"The council put itself squarely on record against the importation of thugs, crooks, and gunmen," Ald. Kennedy said. "It now depends on whether Mayor Thompson has the backbone to sign it."

President Quinn, Bruce, and other committee members, were too busy with conferences with the mayor and the aldermanic committee, during the day, to complete their round of strikebreaker barns. Another tour of inspection will be made later in the week, unless negotiations are reopened.

A system of checking the men on strike was inaugurated at the Briggs house where the strikers assemble. Every striker will be required to register with his committeeman at least once a day.

Two Big Strike Meetings.

Two big strike meetings were held last evening. The men on the Lincoln avenue and adjacent lines, met in Lincoln Turner hall. Men on northwest side lines had a meeting at Elston avenue and Barnard street.

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Strike Leaders Rejoice Over Council's Action Against Strikebreakers.

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In case the men and companies should fall short to reach a basis of arbitration in the present strike, Mr. Fisher was a strong incentive for governmental regulation of such controversies, especially where public service corporations are concerned.

In common with other prominent men Mr. Fisher took the position that the only "right" solution is to submit the dispute to an impartial jury.

"Public Entitled to Service."

"A street railway company is engaged in public service," Mr. Fisher said. "So are the employees. The public is entitled to have the service continued without interference due to strikes and controversies between the company and the employees."

"If such controversies can't be settled by agreement there is only one right way—to submit them to the most impartial and best qualified jury available. Neither side can expect an ideal umpire. Neither side can expect to dictate who shall be the jury. But there are certainly men in this town who can be depended on to great both sides fairly."

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Other Views of Strike.

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Some of the Methods Used in Solving the Local Transportation Problem.



ENJOYING THEIR RIDE BEHIND THE OLD FASHIONED HORSE



WHERE STRIKE BREAKERS ARE BEING HIRED

THOUSANDS OF JITNEYS ON MICHIGAN AVENUE



FEW PASSENGERS PATRONIZE THE SOUTH SIDE-NORTHWESTERN ELEVATED TRAINS



THE PRETTY GIRL ALWAYS SITS WITH THE CHAUFFEUR



EVEN MOTOR TRUCKS CARRY STRAPHANGERS

CLOSINGSCHOOLS QUESTION TODAY

Collins and Mrs. Young to Decide if Action Be Taken During Strike.

Michael J. Collins, president of the board of education, will take up this morning with Superintendent Ella Flagg Young the question of closing the schools while the strike is in progress.

An informal conference on the subject was held yesterday in Mr. Collins' office, following the meeting of the finance committee. Mrs. Young was not in her office during the day yesterday and the matter was not brought up at the budget meeting.

Now Time to Cut. "Mrs. Young will be here tomorrow," said Mr. Collins, "and I expect to see a quorum of the board at the meeting on the budget. We shall bring up the matter then. There is little more than a week left of the school term, anyhow. The strike situation, as regards the schools, is bound to get worse and worse."

Mr. Collins thought the matter should be acted upon by the school management committee, which meets Thursday. An attempt will be made to hold an adjourned meeting of the board on Friday to pass the budget, and if the school management committee does not recommend any procedure final action can be taken then.

State Street Appraisal. An adjourned meeting of the board will be held this afternoon, at which the question of the State street appraisal of school lands will be considered, and the matter may come up then.

Less trouble from the schools was reported at the central office than on Monday. Most of the principals handled the situation without telephoning to the superintendent's office. The juggling school appeared to be the hardest hit. Five teachers were absent when school opened, but it was learned that four of them had started.

AURORA ELECTRIC LINE FEARS TIUP BY STRIKE.

Official Says Union Might Make Trouble Unless Police Stop Passengers Alighting at Forest Park

That passengers of the Aurora, Elgin and Chicago railroad may involve the road in the street car strike and cause tie up of the system is feared by officials of the third rail line. They were represented last night at the Forest Park board meeting and asked that policemen be detailed to prevent anyone leaving the trains when they stop there to take on passengers.

C. J. Jones, superintendent, explained the agreement with the union officials was that no passengers were to be discharged east of Maywood. This agreement, which requires all trains to stop to discharge and take on passengers. "If the union officials hear of passengers getting off at Forest Park they may take the wrong construction and tie up our system," Mr. Jones said. "Our conductors have had trouble all along since the strike because of passengers purchasing tickets to Maywood, but who insisted on leaving the train when it stops at Forest Park."

President Henry Mohr refused to place policemen at the station. The board, however, agreed one member, Edward Trost, should confer with the union officials today.

STATEMENT OF CONFLICT IN WAGE AND WORK CONDITIONS WHICH BROUGHT STRIKE

Here is a statement of the matters of difference between the street railway companies and the men now on strike. The old contract with the union expired on May 31. In conference with President Busby the men made demands for changes in working conditions and in addition asked for 33 cents an hour for the first year of service and 36 cents an hour thereafter. The scale offered by President Busby, the old scale, the rate of increase, and the scale demanded by the men follow:

FIRST YEAR OF CONTRACT.					
	Old Wage scale.	In- offered.	Men's crease.	Differ- ence.	
	Cents.	Cents.	Cents.	Cents.	
FIRST YEAR—					
First three months.....	23	25	2	3	8
Second three months.....	25	26	1	3	7
Second six months.....	26	27	1	3	6
SECOND YEAR—					
First six months.....	27	28	1	3	8
Second six months.....	28	29	1	3	7
THIRD YEAR.....	29	29½	½	3	6½
FOURTH YEAR.....	30	30	...	3	6
FIFTH YEAR.....	31	31	...	3	5
SIXTH YEAR and thereafter.....	32	32	...	3	4

SECOND YEAR OF CONTRACT.					
	Old Wage scale.	In- offered.	Men's crease.	Differ- ence.	
	Cents.	Cents.	Cents.	Cents.	
FIRST YEAR—					
First three months.....	23	24½	2½	3	7½
Second three months.....	25	26½	1½	3	6½
Second six months.....	26	27½	1½	3	5½
SECOND YEAR—					
First six months.....	27	28½	1½	3	7½
Second six months.....	28	29½	1½	3	6½
THIRD YEAR.....	29	30	1	3	6
FOURTH YEAR.....	30	30½	½	3	5½
FIFTH YEAR.....	31	31	...	3	5
SIXTH YEAR and thereafter.....	32	32	...	3	4

THIRD YEAR OF CONTRACT.					
	Old Wage scale.	In- offered.	Men's crease.	Differ- ence.	
	Cents.	Cents.	Cents.	Cents.	
FIRST YEAR—					
First three months.....	23	26	3	3	7
Second three months.....	25	27	2	3	6
Second six months.....	26	28	2	3	5
SECOND YEAR—					
First six months.....	27	29	2	3	6
Second six months.....	28	30	2	3	5
THIRD YEAR.....	29	30½	1½	3	5½
FOURTH YEAR.....	30	31	1	3	5
FIFTH YEAR.....	31	31½	½	3	4½
SIXTH YEAR and thereafter.....	32	32	...	3	4

DEMANDS OF MEN—
Ten hour day to be completed in twelve hours.
Fifty per cent of runs to be continuous running for crews.
No man to receive pay for less than nine hours.

OFFER OF COMPANY—
Percentage of runs under fourteen hours to be increased to 8 per cent.
All runs to be completed within sixteen hours.
Forty per cent of runs to be straight runs.
Thirty minutes for meals, with pay for time.

Companies assert the men's demands would mean an increase of \$1,500,000 in operating expenses without considering wages.

IN OTHER CITIES.					
Here is the list of other cities and the maximum scale paid in each:					
City	Length of scale.	Maximum wage.			
Chicago	5 years	32 cents			
New York City	4 years	28½ cents			
Boston	10 years	28 cents			
Brooklyn (including elevated)	5 years	32 cents			
Philadelphia	5 years	30 cents			
Pittsburgh	4 years	30 cents			
Minneapolis	5 years	30 cents			
Cincinnati	8 years	27 cents			
Buffalo	10 years	30 cents			
Detroit	1 year	32 cents			
Cleveland	1 year	32 cents			

*Motormen only; conductors 27 cents. †Awaiting acceptance by city.

Loop Hotels Not Crowded. Dismisses Ashland-Twelfth Bank. Judge Thomas G. Windsor in the Circuit court yesterday entered a decree dismissing the Ashland-Twelfth State bank, which was closed June 12, 1914, by State Auditor James J. Brady.

COMPANY SPEEDS HIRED ARMY HERE

Police Warn First of Newcomers and Strikers to Carry No Weapons.

Binghamton, N. Y., June 15.—Seven hundred strikers, on their way to Chicago, passed through this city on a special train shortly before midnight and raided a truckload of cream. The police were helpless as the mob swarmed out of the coaches and took three forty-gallon cans of pure cream, valued at about \$200. One of the leaders called Hornell on the long distance telephone and directed that drinking cups be ready when the train arrived. It was reported that the strikers raided the restaurant in the coaches and counter. Elmira was notified to have its police department out in full force to stop a probable raid there.

Jim Waddell, successor to "Strikebreaker" Parley, who has broken street car strikes in all parts of the country, yesterday began marshaling an army of strikebreakers in Chicago. A recruiting office was opened at 649 South Dearborn street under the name of Bergoff Brothers, and about 500 men were enrolled there during the day.

Recruiting offices were opened in Boston, New York, Philadelphia and Washington, and detachments of men numbering between 200 and 500 each began arriving from the nearer cities of St. Louis, Cincinnati, Minneapolis and Detroit. It was said that several thousand men already were under contract, and that the traction heads hope to have an ample number on hand when surface line service is opened up.

Commissaries Are Open. Commissaries were opened during the day at the Sixty-first street terminal of the South Side "L" and at the street car barns at Seventy-seventh street and Vincennes road. Supplies are being moved to other barns.

There cars were drawn up on the side.

Train of 800 Coming. It was reported a train of men passed through Syracuse on the way to Chicago during the day and that men were being picked up along the line. The train, according to dispatches, carried 800 men.

Could you sympathize with an English Duke who came to America fortune-hunting? But if he were young, charming, and sacrificing his own secret love for the needs of his family? The question, with flashes of smart society in England and America, is in "The Miracle of Love."

By E. J. Connelley. 11-15-15. 11-15-15. 11-15-15.

tracks, all fitted with heavy screens over the windows and some of the barn officials remained several hours past their usual time of departure.

Waddell, who is principal of the Waddell & Bergoff agency in New York, held a conference with officials of the surface lines at their offices in the Boardland block.

Movement Toward Chicago. Movement of the strikebreakers toward Chicago from eastern cities was reported as follows:

NEW YORK.—Six hundred men left for Chicago on Monday night. They were offered \$3 a day and board. Applications have been signed by 900 more. One hundred and twenty-five were held at recruiting office awaiting orders. All have signed contracts for, indefinite periods. Ads appeared in papers for 1,000 more men, offering free board and transportation.

BOSTON.—One hundred men left for Chicago during the day. Several hundred more have been signed up to go as soon as ordered.

PHILADELPHIA.—Two hundred men left for Chicago during the day. Those in charge of recruiting office said 1,500 more would be hired. Ads announce wages will be \$3 and \$3.50 a day, with all expenses paid. Agency is operated by Bergoff Bros. & Waddell.

BALTIMORE.—Three hundred men appeared at recruiting offices in answer to advertisements for Chicago strikebreakers, and were given white shirts stamped "W. C. Russell." One hundred and fifty were prepared to leave at moment's notice.

BOSTON.—Extra police were required to preserve order among crowds of unemployed in front of the strikebreakers' recruiting office opened by the Bergoff Brothers & Waddell agency in the Revere house. Ten detectives recruited 1,000 men, and 100 were prepared to leave in the afternoon and another 100 at night, but a telephone message from New York caused a postponement of their departure. In accordance with the Massachusetts law the "ads" in the papers stated the men were wanted for strike duty.

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street, Wentworth avenue, and Ashland avenue lines today.

500 from Sleuth Agency. Former Inspector Nicholas Hunt of the Shippy, Hunt & Dorman agency, said he had put 500 men on duty. None of these were actually engaged in strike breaking, he said. They were used to guard the property of the elevated lines.

"We haven't any definite instructions as yet about furnishing men to run the surface cars," said Mr. Hunt, "but we are prepared to furnish several thousand. We put on 600 more men today for guard duty."

The Mooney & Boland agency also put on about 300 additional guards. These men are doing special police duty.

JOBLESS MAN WRECKS HOME

Because Carl Oscar Anderson took pity upon "a man without a job" he lost the affections and companionship of Mrs. Jennie Louise Anderson, his wife, according to his testimony before Judge McKinley in the Superior court, on which he was granted a decree of divorce yesterday.

"He didn't have a job," said Anderson, "and so we had it understood that he was to live with me and help my wife take care of the children. I would come home at night and find the doors locked with the children outside."

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"I finally told him to go. He went, and she went with him."

STREET CAR HITS A MAN! Gay Gustave Waves at Mail Special, but It Doesn't Stop.

Chicago had a sure enough street car accident yesterday. The car involved was one that carried mail and not passengers. Gustave Howe of 1583 Humboldt street was the party of the second part.

Howe stood on the tracks at California avenue and Cortland street and waved his arms at the approaching mail car. The motorman put on his brakes, but not in time to keep from knocking Howe down.

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"L" TRAINS RUN ON THROUGH LINE; FEW PASSENGERS

Wilson-61st Street Service Under 15 Minute Headway, Heavily Guarded.

The elevated lines kept trains running yesterday between the Sixty-first street and Wilson avenue stations under fifteen minute headway.

Service at the evening rush hour was such that several thousand passengers could have been handled. In expectation of a rush M. J. Feron, general manager of the elevated line, had instructed ticket sellers at downtown stations to permit only 100 persons through their wickets. But the rush failed to materialize. The service offered by the swarm of jitneys, although it cost more, was deemed to be safer.

Shooting Story Faked?
Perhaps a report, circulated earlier in the day, that an "L" train had been fired on by strike sympathizers north of the river, had something to do with the public distrust. But no one could be found to substantiate the story of the shooting. Feron denied it. Detectives riding on the trains denied it. Platform policemen denied it.

What little violence there was—the throwing of a stick bomb, an iron bolt, a bottle, stones, and rocks at trains—could hardly be attributed to the strikers, union leaders said, for the men were disposed to be orderly and law abiding and apparently were confident they could win by peaceful means.

Strikers Play Sand Lot Ball.
The headquarters of the striking elevated employees were in a cigar store in Sixty-first street, within a stone's throw of the big terminal shed in which the company had set up 300 cots and installed an improvised kitchen. Those of the strikers who were not gathered in the store and on the sidewalk outside played baseball on the nearby vacant lot. There was no yelling or shouting as trains after train pulled into the station. Save for a few "spy glass scouts," who perched on roofs, in high windows, and on fire escapes, peering at train crews and passengers through telescopes, the men paid little attention to the attempt to restore service.

Detectives Guard Trains.
Ten trains of five cars each were kept running between Sixty-first street and Wilson avenue from 8 o'clock in the morning until 7:30 o'clock in the evening. Each had its motorman and four guards and in each car sat a city detective. Only one of the guards was in uniform, but General Manager Feron asserted all were old employees. Those acting as motormen, it was said, were men who in the days before electricity and the third rail came ran the dinky elevated engines. When the "L" was electrified a number of the engineers became motormen, retaining their old jobs in the old engines' room. Feron admitted three of his motormen were of this class. The others he referred to simply as "loyal employees."

Some Strikers Return?
"A half dozen of the boys have come back," he said. "Indications are, judging from telephone calls I've received, that twenty more will desert the strikers and report for duty tomorrow."

"We'll keep up the same schedule between Sixty-first street and Wilson avenue, and in addition will begin fifteen minute service on the Oak Park line." Signs announcing all passengers on the elevated must pay their fares as they enter the trains were on hand at night at the Sixty-first street barn of the old elevated. The signs are to be distributed at the stations along the line. Feron denied the elevated roads are hiring strike breakers, but reporters noticed each train which pulled into the Sixty-first street station brought four or five roughly dressed passengers, who did not descend from the platform. These men were taken in hand by "L" officials, who got their names and led them to the train shed. It was also noted that out of the fifty guards and motormen—the "loyal employees"—only one was in uniform.

Free Rein to "Spies."
The purpose of the "spy glass scouts," apparently, was to discover if any union men were sticking to their jobs, but the police made no effort to interfere with their inspection. The "L" service of the day, such as it was, demanded the protection of fifty plain clothes men, twenty-five from the detective bureau under command of Lieut. James V. Larkin, and twenty-five from the Town Hall station under Sgt. William P. Rohan. The detectives reported that even while all Chicago was fighting to get home, only five or six passengers boarded trains at the big downtown stations.

Boys Hunt Missiles.
All along the route of the trains there was more or less missile hurling, but in most cases small boys were discovered to be responsible. But it must have been an adult sympathizer, the police believe, who threw a "stick bomb" at a train passing over Erie street. The bomb hit a window at which Sgt. Charles Huen was sitting. It broke the outer glass, but

No expense is ever spared to give the most artistic tone, resonance and depth and perfect construction to the

Smith & Barnes Piano

SOLD AT FACTORY PRICES ON EASY PAYMENTS

Over 145,000 in Use

FACTORY WAREHOUSES

Smith Piano Company

311 So. Wabash Ave.

Well Patronized Jitney with Banner Carrying Capacity.



CHICAGO SETTLES TO MAKESHIFT MODES OF TRANSPORTATION

(Continued from first page.)

tion, where women had fainted and windows had been smashed in the wild rush of Monday evening, were typical of what official efficiency had been able to accomplish in brief time.

Between 8 o'clock and 7 o'clock sixty-five trains left the terminal, carrying 100,000 passengers, and there was a little confusion as if conditions had been normal. Mingling with the thousands in the waiting room were 150 employees from the general offices of the road, guiding, directing, and giving point by the presence and aid to the big signs which brought patterns to have patience.

"Give us time—we'll get you home," the signs promised—and the road made good.

So it was with the Illinois Central, which with a full day in which to assemble its great suburban traffic resources backed up its boast that it could handle a million passengers a day. So it was with the Milwaukee, the Burlington, the Rock Island, and the other roads. Their trade magazines will tell of some of the greatest quick fix achievements in the history of railroading.

not the inner pane. As another train was passing Chicago avenue a bolt, hurled from the street, smashed through a window and grazed the head of Sgt. E. M. Lee. Again a brick was thrown at a train as it approached the Buena station, south bound. The street level station and tracks at Wilson avenue were not used, and the few who wished to ride downtown on the "L" were forced to climb to the Evanston line structure.

Only mail cars used the surface car tracks, and these were not interfered with. Officials said no attempt would be made to operate surface cars today, but the police asserted it was planned to bring a car east through Madison street and south on State street, heavily guarded by detectives.

Michigan Supreme Court.
Lansing, Mich., June 16.—(Special.)—The Supreme court heard the following cases today: Common Council of Detroit vs. Bessell; Small vs. Barton, First National Bank vs. Affin Insurance company, Clifford vs. Kline, First National Bank vs. Caladonian Insurance company, Kincaid vs. Sullivan, Albert vs. Patterson, Smith vs. Height. Call for Wednesday, 10:30, 11:00, 11:30.

Rides on Locomotive Step.
A. H. Brigham of Miami, Fla., came to Chicago on Monday to visit the Chicago schools. He ran into the street car strikes and rode to the residence of a relative on the step of a Northwestern railroad engine. There was no room anywhere else. Yesterday he inspected the school system as the guest of John D. Shoop.

Stolen Horses Run "Jits."
Those operating jitney buses were not all scrupulous and honest business men. In the belief of the police, who received reports that several blind horses had been stolen. There is a strong suspicion at headquarters that the stolen horses are now supplying the motive power for "horse jits."

Several "borrowed" automobiles also are believed to have been service as jitneys while their owners were hunting them. One machine, the property of Henry Callner of 5229 South Michigan avenue, gave evidence of hard usage when it was found abandoned at Kedzie avenue and Arthington street.

A riot call took the Fillmore street and Lake street police to West Madison and Fillmore streets late in the evening. But there was no riot. The police found a good natured crowd, which they estimated at 8,000, gathered about a jam of stalled jitneys.

THINK AIR SERVICE IS ON.
Chicago Beach Hotel Guests See Hydroaeroplane Flying Ready for Milwaukee Flight.

Guests at the Chicago Beach hotel thought that stranded hotel workers from the south side had resorted to the air route in leaving when they saw a hydroaeroplane coming up along the lake shore. So far, however, the machine has not been placed in service as a general carrier. It was flying from the works of the Stupar Aerial company in South Chicago to the Chicago Beach hotel in preparation for a flight to Milwaukee in a few days. The machine is a duplicate of the one made recently for the aerial corps of the Illinois naval reserve.

Boats PLY THE LAKE.
BOATS PLY THE RIVER.

The new traffic lanes of lake and river were better established and, instead of the chaotic conditions, there was an approximation of regular service.

In addition to livery launches and private boats pressed into livery service, several new "lincs" were operating. The big new steamer United States, just delivered to the Lincoln and Jackson Parks line, plied from early morning until late evening between the foot of Fullerton avenue and the Randolph street piers.

Then the West Shore Steamship company ran its two steel boats between the new \$1,000,000 recreation pier, the foot of Randolph street, Lincoln Park and Jackson Park. Like the United States, these vessels, each with a capacity of about 1,300 passengers, were crowded to capacity on practically every trip.

Utilize Chicago River.
Another line of six boats, each carrying from fifty to 100 passengers, was operated by Henry E. Correll, North-west Park commissioner. The Correll fleet plied between Foster avenue and North Clark street, making frequent stops along the north branch of the Chicago river. The trip took forty-five minutes and the launches ran under fifteen minute headway.

The Ravenswood Business Men's association also leaped into the transportation business. Eight launches chartered by the association—boats of shallow enough draft to permit them to enter the shoal water close in along the north shore, ran on fifteen minute schedule in the evening from the State street river docks to Foster avenue and the lake.

Rates generally on the boats were 15 cents a person or 25 cents a roundtrip.

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Elevated trains were running in what seemed to the public a haphazard sort of way, but those willing to trust themselves to the possible danger of riding with strikebreaker crews could be numbered probably by scores, certainly by hundreds.

JITNEY TO TOWN, JITNEY BACK HOME.

Every line of endeavor gave enterprising spirits to the new Chicago business of jitneying. Expressmen abandoned the business of hauling trunks to haul humanity. Peddlers quit peddling more superannated motors, rusty and dusty, were resurrected from dead storage. Second hand cars, bought without haggling, rolled from Michigan avenue salerooms and a half hour later were loaded with passengers.

There was none of the confusion of the first day without traction service. For one thing the pavement was dry, the danger of skidding was past, and drivers were able to bowl along at a speed which materially lessened the congestion.

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In addition to livery launches and private boats pressed into livery service, several new "lincs" were operating. The big new steamer United States, just delivered to the Lincoln and Jackson Parks line, plied from early morning until late evening between the foot of Fullerton avenue and the Randolph street piers.

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Twenty-four hours' experience, too, had taught the novice jitney men many points about their new trade. Automatically they divided the chief routes north, west, and south, and of necessity they adjusted their prices to something like a fixed scale.

Rates Go Tumbling.
With the sky bright and clear, Chicago could walk. Beside the competition was keen. So rates went tumbling. Long distance hauls, such as that from the loop to Wilson avenue and Broadway, cost the motor passenger 25 cents. The same ride in a converted express wagon or moving van cost 10 or 15 cents.

There was the same jam in the loop between 5 and 6 as the workers swarmed from offices, shops, and factories, but the confusion was gone. Those not served by the railroads knew where to find jitney transportation, knew about how much money would have to pay, knew just what conditions would be.

Private motor owners, too, kept up the practice of filling their machines with stranger guests on the homeward journey, and few were the cars which did not have a passenger in every seat and others on the running boards.

Bicycles, motorcycles, roller skates, and plain legs carried the rest of Chicago home.

Stolen Horses Run "Jits."
Those operating jitney buses were not all scrupulous and honest business men. In the belief of the police, who received reports that several blind horses had been stolen. There is a strong suspicion at headquarters that the stolen horses are now supplying the motive power for "horse jits."

Several "borrowed" automobiles also are believed to have been service as jitneys while their owners were hunting them. One machine, the property of Henry Callner of 5229 South Michigan avenue, gave evidence of hard usage when it was found abandoned at Kedzie avenue and Arthington street.

A riot call took the Fillmore street and Lake street police to West Madison and Fillmore streets late in the evening. But there was no riot. The police found a good natured crowd, which they estimated at 8,000, gathered about a jam of stalled jitneys.

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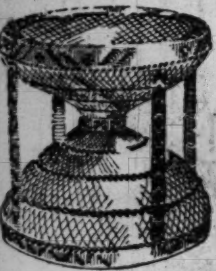
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Sofas.....29.00
haiselongues, uphol-
stered.....32.25
on Carts.....13.50
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Desk Lamps.....7.50
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comfortable and good
pooling Chairs and Rock-
ers.....4.75
Round Table.....6.75
Sofas.....29.00
haiselongues.....23.00
fa Tables.....28.00
Writing Table Desk.....18.50
Desk Chairs.....11.50
ing Chairs.....13.50

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comfort into a glow
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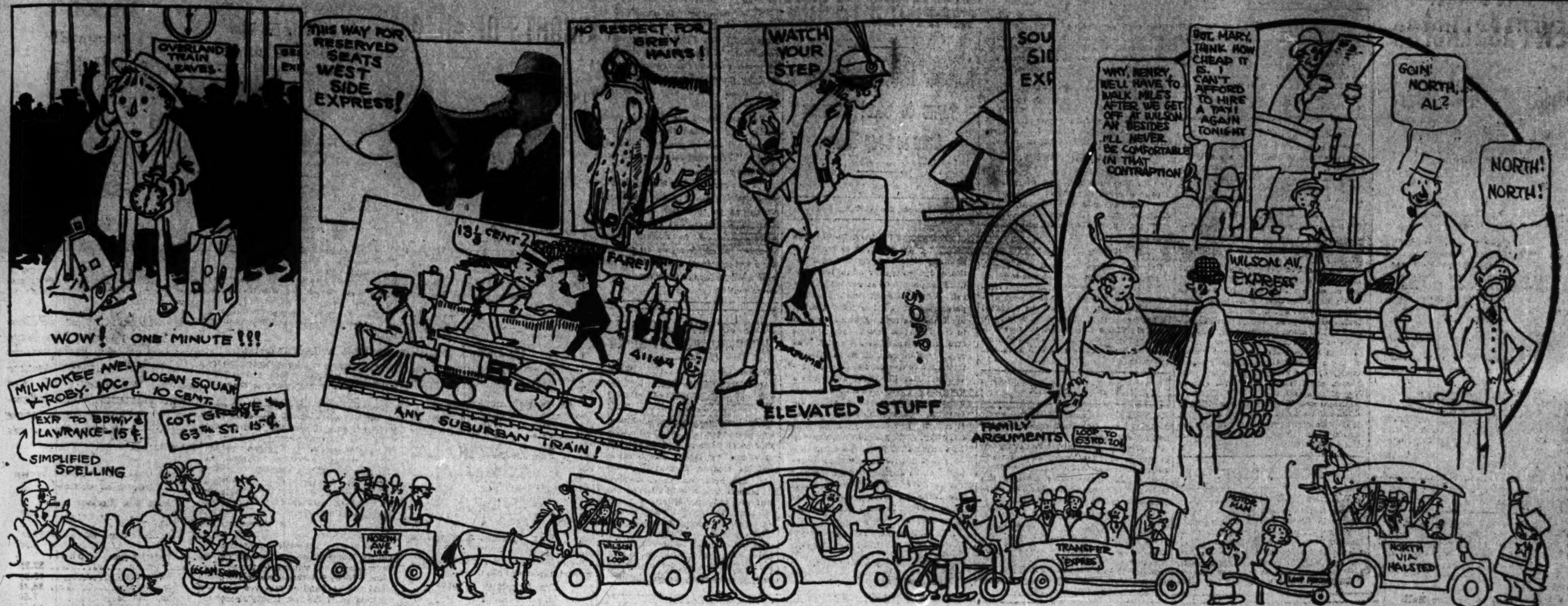
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NOMICAL WOMEN
have THE TRIBUNE—
much of its advertising
chasing news—is not
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Be a Philosopher and Look for the Funny Features of the Strike.

RIOT AND DEATH
FEATURED STRIKE
IN INDIANAPOLIS

Public Sympathy with Car Men
in 1913; State Forced
a Truce.

BY HENRY M. HYDE.

The most recent important strike of motormen and conductors of the street car lines of a big city was that which broke out in Indianapolis, Ind., in November, 1913. Before it was settled four men had been killed, more than a hundred wounded, 1,800 militia called out and the business district invaded by mobs.

The issues were the refusal of the company to recognize a newly formed union among the street car employees and the demand of the motormen and conductors for higher wages and shorter hours.

Company Forced to Arbitrate.

Arbitration, refused at first by the company, was finally forced by the joint action of the governor of the state and the federal department of labor at Washington.

It was on Nov. 1, 1913, that the strike began, following the discharge of several employees, who were let out, so the men claimed, for forming or joining a union. The same morning a special train arrived bringing 400 strikebreakers from Chicago. When an attempt was made to run cars, a mob of 5,000 gathered in the center of the downtown district and great disorder resulted.

Sympathy with Men.

Public sympathy seemed to be largely with the strikers. Many pedestrians wore placards reading:

"NE WALK, DO YOU?"

The next day the company again attempted to run cars. The car officials had been warned that the police would not be able to furnish protection and that bloodshed was certain to result. One strikebreaker was shot and killed. A strikebreaker was shot by a policeman. Mayor Shank appealed to Gov. Ralston to call out the militia. The governor refused, rebuked the mayor and declared the police were not doing their duty. The attempt to run cars was stopped.

Business Men Deputies.

The sheriff of the county summoned 200 prominent business men to be sworn in as deputies for service in preventing violence. It was just before the fall election and the charge was made that leading Republicans had been summoned by the sheriff to prevent their doing political work. Only fifty out of the 200 responded. It was started in the courts to forfeit the franchise of the street car company and to throw it into the hands of a receiver. In a riot one man was shot and fatally wounded and twelve arrests were made.

Policemen Refuse to Ride.

On the morning of the fourth day of the strike forty policemen refused to ride in the street cars with strikebreakers. The officers turned in their badges, which were handed back to them and they were ordered on patrol duty. After the strike was settled these policemen were tried and acquitted.

On election day a big mass meeting of strikers was held at the courthouse grounds.

A determined effort was made by the company on Nov. 5, the fifth day of the strike, to start the running of cars. As a result, a street car was destroyed by a mob and seven strikebreakers and two policemen were badly injured. Thousands of strike sympathizers attacked the cars and brick and other missiles were thrown down from windows and roofs. A third man, wounded in a previous riot, died.

Militia Finally Called Out.

A committee of seven, representing the chief commercial organizations of the city, called on Gov. Ralston and urged

Results of Street Car Strikes in
Other Cities in Last 15 Years.

Cities.	Result.	Total Cost.	Length of Strike.	Dead.	Injured.	Men Affected.
Boston.....	Victory for men.....	\$2,000,000	7½ weeks.....	1.....	4,000	
Indianapolis.....	Compromise.....	\$ 260,000	7 days.....	4.....	100	
Philadelphia.....	Victory for company.....	\$4,000,000	8 weeks.....	6.....	250	6,000
Detroit.....	Compromise.....		1 day.....			
Cleveland.....	Compromise.....	\$ 700,000	4½ months.....	12.....	900	
San Francisco.....	Victory for company.....	\$7,000,000	8 months.....	30.....	1,000	2,000
New York.....	Victory for company.....		5 days.....	30.....	6,000	
Milwaukee.....	Victory for company.....		30 days.....	600.....		
St. Louis.....	Victory for company.....	\$3,500,000	30 days.....	12.....	238	3,000
New Orleans.....	Victory for men.....	\$1,960,000	15 days.....	2.....	5.....	
Kansas City.....	Victory for company.....		2 weeks.....		280.....	
Seattle.....	Victory for company.....		5 days.....			
Terre Haute.....	Victory for company.....	\$ 200,000	1 week.....	2.....	75.....	

NOTE—Losses indicated do not include those to merchants where statistics were unavailable.

that the militia be called out to stop lawlessness.

On the morning of Nov. 8 special trains carrying militia from all over the state reached Indianapolis and 2,000 troops were thrown into the city.

The street car company announced it was willing to confer with the strikers, provided the charter of the union was first cancelled and given up and that the strikers and agitators left the city. A second suit to throw the company into the hands of receivers was started. No attempt was made to move street cars. A mass meeting of strikers and their sympathizers was held on the lawn of the state house. A delegation of labor union women forced their way into the office of Gov. Ralston and demanded he use his power to force the arbitration of the strike.

Settled Through Pressure.

After the strike, with all its attendant disorder, had raged for a solid week, it was finally settled through pressure brought to bear by Gov. Ralston and other state and federal officials. An agreement was signed by the governor, representatives of the federal department of labor, the officers of the street car company, the public service commission of the state, and the representatives of the strikers. Under its terms the matters in dispute were to be settled by arbitration and the public service commission was to act as a board of arbitration.

It was further provided street car service was to be resumed within twelve hours, and that all the strikers, whether members of the union or not, were to be reinstated in their old positions, without prejudice.

Both sides claimed a victory, the men because they had been successful in their demand for arbitration, and the company because it had not formally recognized the union. Cars began running the next day.

Mayor Led to Resign.

During the progress of the strike Mayor Shank was bitterly attacked for showing undue sympathy for the strikers and for failing to keep order in the city. At the end of the month a "mammoth" strike broke out in Indianapolis, which resulted in further disorder. This brought the feeling against Mayor Shank to a climax and finally he resigned his post.

The company and the men presented their twenty varied questions to the public service commission for arbitration.

Both sides were represented by lawyers and a great quantity of testimony was taken.

The decision of the commission, binding on both company and men for three years, declared for the open shop and for an increase in wages.

It was decided no man should be forced to join the union or should be discriminated against because he belonged to or joined the union. The wage scale was raised from the old standard of from 25 to 25 cents an hour to from 21 to 27 cents an hour.

GIVE WORKING
WOMEN A LIFT
IN YOUR AUTO!

Mayor Thompson's Prosperity
Committee Appeals to Chi-
cagoans' Chivalry.

An appeal in behalf of the women workers of the loop was issued to motorists yesterday by the prominent business men who make up Mayor Thompson's "prosperity committee."

Adopting as their slogan, "Give the Working Women a Lift!" the committee urged automobile owners to forsake the boulevards, follow the new useless car tracks, and take aboard as many passengers as their machines will hold.

So that beneficiaries of the scheme will have no hesitancy in accepting or asking for a lift it has been suggested that automobilists who wish to be of public service display the American flag on their cars.

Away with Conventions.

"The conventions which ordinarily prevent a woman from accepting such assistance must be set aside in an emergency like this," said J. F. Kelly, general manager of Mandel Brothers. "Everybody must help to meet it, and the automobilist can do the most. It is up to him to show that 'I Will' spirit which made Chicago what it is today."

"Owners of machines who really want to do good should desert the boulevards and travel on the streets which are the main arteries of the surface lines; for instance, Clark street on the north, Madison street on the west, and Indiana, Cottage Grove, or Wentworth avenues on the south. There are no cars running on these streets to interfere with the automobilist, and he can make good time. "The going may be a little rough, but he should be willing to sacrifice something for the welfare of others."

The Chivalrous Knights.

The prosperity committee who issued the proclamation to motorists were: Dennis F. Kelly, R. T. Crane III, William B. Peckham, John W. Farwell, W. H. Gardner, J. B. Foran, Fred H. Hanson, A. A. Sprague II, Robert J. Thorne, Samuel Hastings, Charles L. Dering, Francis S. Peabody, Wm. Whipple Jr., C. H. Markham.

Thief Shoots Rail Sleuth.

Surprised Robbing Box Car, Negro
Opens Fire and Escapes.

George Kroupe, 1440 South Ave. avenue, a private detective for the Chicago and Alton railroad, was shot three times by a negro whom he had caught breaking into a freight car in the yards of the road in Summit III, last night. The negro escaped, though other employees attracted by the shot chased him.

Julian Street calls us "the spoiled, rich, helpless Fat Boy among Nations."

Our national unpreparedness is treated without hysteria, but squarely, in "Our Next War" in this week's Collier's

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RAMESES
Also in "Week End" Time
of 100 each

Largest Selling 20 Cigarette

Stephen Bayne

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To All Operators of Passenger
Carrying Vehicles for Profit

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I operate (No.)..... bus..... auto(s) carrying (No.)..... passengers (each) on truck(s).....

Street..... Street..... Street.....
Avenue from..... Avenue to..... Avenue Blvd.....
Blvd..... Blvd..... Blvd.....

Fare..... cents

Name.....

Address.....

If unable to send or bring coupon, please phone the information it calls for to The Tribune Emergency Bureau. This information is wanted so that routes may be announced to the public.

THE TRIBUNE urges each vehicle owner to display on the side of the vehicle a large sign in black letters on a white background giving the route traversed and the charge.

Call Room 310 or Phone Central 100

DO IT NOW

Samuel Insull, William A. Tilden, Charles H. Wacker, Daniel J. Schuyler, H. J. Dunsen, James A. McNeill, James A. Pugh, W. A. Walcott, A. D. Patton, James Simpson is chairman of the committee.

MADISON MAIL CAR RUNS.

Postmaster Campbell Announces No Interference with U. S. Postal Delivery.

The mail car service on Madison street, the only line on which cars did not run on Monday, was resumed last yesterday. Postmaster Campbell said that unless some unusual situation arises the mail service will be effected daily in a limited degree.

STRIKE AIDS BILLBOARD WAR

That Is Opinion of Campaign Promoters—Signs Brought Into View.

The street car strike has given the anti-billboard campaign a big impetus, in the opinion of the promoters. The enforced use of new means of transportation, they say, has impressed the unsightliness of the sign boards on thousands of jittery patrons, according to Ald. John Kjolander.

The Park Harbor Citizens' association has called an anti-billboard meeting which will be held tonight in the Nettlesworth school, Broadway and Aldine avenue.

Preparations will be made for the public hearing before the council buildings committee Friday afternoon.

COP SHOTS A BYSTANDER.

Suspect Fired Upon After He Attempts to Escape Is Caught After Chase.

Detective Sergeant Carroll arrested Warren Stephens, 19 years old, when he applied for a position as the Freebyterian hospital yesterday, on a charge of robbery. Stephens broke and ran down the corridor. The detective fired, the bullet striking Jacob Borne of 814 West Twelfth street in the right hip. Stephens was pursued and captured. The police say he admits several robberies in hospitals where he has worked as an orderly.

FAIL TO USE LAME HORSES.

Loop Workers Pass Up Conveyances Hit by Anti-Gravel League Appeal.

Through the activities of Ald. Huro Kraus, secretary of the Anti-Gravel league, a number of drivers of horse-drawn buses were obliged to leave the loop without doing any business yesterday. The league has issued a request asking the public to discriminate against conveyances drawn by lame horses.

STRIKE SHUTS UP CABARETS.

"Tango Bell" Palaces of South Side Close—Saloons Quit at Midnight.

The new "tango belt" along Thirty-first and Thirty-fifth streets, which came into existence following the closing of the Twenty-second street district, has become about the deadliest spot in town since the street car loop. There is no hesitancy to violation of the 1 o'clock closing law. Some of the cabarets have sent their entertainers home to stay until the cars start running. Barrooms are closing at midnight.

SLEUTHS GET DEPOT "DIPS."

Captures Two Men After First Battle at Illinois Central Station.

Detectives on the lookout for pickpockets mingled with the crowds at the railway stations in the evening. A fight and considerable excitement followed when Sergs. Buckley and Kelly recognized two men at the Randolph street station of the I. C. At the end of the fight James Maxwell and Rufus Simon were prisoners. Both have killed the police say, and records as pickpockets.

Mothers!
Phone
Private Exchange 8
for these novelty suits
and all boys' wearSport
Suit
Garden
Suit

Just as model illustrated—for hot or cool days, with short or long sleeves, as you wish (see the novel plan of detachable sleeves in cut)—also convertible collars, providing for high or low neck, as desired. Summer fabrics, sun-proof and tub-proof.

The prettiest style in little men's suits shown for many a day. In white with combinations of dainty flowered designs—will effectively match mother's new cretonne frock. Altogether a charming style, with workmanship throughout really superb.

\$2.95 \$2.50

THE HUB
Henry C. Lytton & Sons
N. E. Cor. State and Jackson.

LITTLE CHAOS ON RAILROADS; CROWDS HANDLED

Second Day Finds Better Facilities; Northwestern Station Sets Record.

The Chicago and Northwestern railroad met the situation face to face at its big Madison street terminal at night—and triumphed.

Between 5 and 7 p. m. 100,000 suburbanites, homeward bound, streamed through the entrances and up the stairs to the train shed in a reversed capacity. Expressions of apprehension and grim determination to ride or perish changed to surprised relief when the new commuters found eighty-eight trains operating like clockwork and every passenger getting aboard the right train without delay.

Vice President R. H. Ashton and his assistant, Michael Gormley, were on the job with the 600 extra trains and 150 employees of the general office, who mingled with the crowd and gave directions to the right gates to commuters. At the entrance to the station was an extra detail of policemen.

"Give Us a Little Time." On the way to the trains the passengers encountered big placards:

PASSENGERS, GIVE US A LITTLE TIME. WE WILL TAKE YOU HOME.

High up in the balcony, overlooking the train shed, Mr. Gormley stood with a megaphone in hand, giving hints for reassuring the crowd.

"Take your time, don't crowd, we'll get you home," the announcer chanted soothingly while the crowd pushed rapidly through the gates.

"All the employees connected with this movement deserve credit for their loyalty and unswerving devotion to the job," Vice President Ashton commented. "They have worked unceasingly since Sunday night. Equipment has been rushed here from cities as far away as St. Paul to take care of the emergency. Tonight's movement is the record for this terminal."

Index to Trains. Mr. Gormley said the movement to the fact that the people will have learned which gates to use. Placards giving directions to trains on sixteen tracks have been placed as follows:

TRACKS 1, 2, 3—All stops between the Chicago terminal and Melrose Park and running to West Chicago, Aurora, and Crystal Lake.

TRACK 4—Sterling and Freeport.

TRACKS 5, 6, 7—Downing and outgoing through trains for Milwaukee, the Twin cities, and Omaha.

TRACK 8—All stops between the terminal and Huntington Avenue, inclusive.

TRACK 9—All stops between the terminal and Des Moines.

TRACK 10—All stops between the terminal and Des Moines.

TRACKS 11, 12, 13, 14—All stops between the terminal and Des Moines.

TRACK 15—Trains making all stops between the terminal and Highland Park.

TRACK 16—All stops between the terminal and Vanuise.

Better Order at Dearborn. At the Dearborn station, where a delay of forty-five minutes occurred on Monday because men persisted in climbing on top of the cars and on the engines, better order prevailed. The Western Indiana and the Grand Trunk took care of 30,000 extra travelers in the three hours.

At the La Salle station the Rock Island dispatched thirty trains during the evening rush hour. The Lake Shore sent out twenty.

The Illinois Central was able to handle its suburban traffic more successfully than other roads because of more extensive tracks and the terminals. Congestion was particularly marked at the Union station, where the extra suburban trains of the Burlington were occasionally unable to get into the train shed because of the crowded condition of the tracks. Hundreds of prospective patrons of the Milwaukee were sent over the river to the old station.

At the Baltimore and Ohio terminal at Harrison street and Fifth Avenue Superintendents Stevens and McGee, who were on duty, were busy all day preparing for the rush. Ten thousand were accommodated at the station.

"We face a critical situation when the people climb on top of cars," said R. W. Stevens, superintendent of the Western Indiana. "When trains go under the Twelfth street viaduct 100 clearings is so small people on top of cars would be killed."

I. C. Handles 800,000. The Illinois Central operated more than 200 extra trains and accommodated a total of 300,000 passengers. The Northwestern suburban service carried 200,000 during the day. The Rock Island and Burlington each took care of 150,000 passengers. While the Lake Shore, the Western Indiana, the Grand Trunk, the Chicago, Milwaukee and St. Paul, and the Baltimore and Ohio carried a total of more than 150,000.

The Wilson Avenue division of the Milwaukee, lately used only by the "peanut special," operated its night rush hour trains in five sections. General Passenger Agent Haynes estimated the line was able to handle 5,000 people from the Kinzie and Kingsbury street station. The trains will go back and forth over the line during the day, he said, though no set schedule will be adhered to. Extra

"TRIBUNE'S" CHART OF NEW WAYS YOU MAY RIDE

SOUTH SIDE.

WATER TRANSPORTATION.

Loop to Jackson park pier—West Shore Steamship company operates two steel steamships from Jackson park pier to Lincoln park pier (Fullerton avenue), stopping at Van Buren street and Randolph street. Boats at frequent intervals.

ELEVATED TRAINS.

Through route trains—Upper Wilson avenue station to Sixty-first street leave loop every ten or fifteen minutes, stopping at all loop stations, Congress street, Twenty-second, Forty-seventh, and Sixty-first street. Returning, same stops.

STEAM ROADS.

By Pennsylvania line—Suburban trains outboard and inbound will stop at Thirty-first, Forty-seventh, and Fifty-fifth streets.

Pennsylvania suburban trains for stockyards leave Union station at 7:30 a. m. and 4:30 p. m., arriving at the stockyards twenty minutes later. Returning, leave stockyards at 5:15 p. m., arriving at Union station at 5:45 p. m. Trains leave Englewood at 7:30 a. m. and 4:30 p. m. Illinois Central—500 additional trains, making a total of almost 600 daily, about equally divided between locals and suburban, which make their first stop at Fifty-third street.

Chicago and Western Indiana—Fifteen additional trains in each direction daily, making an eight minute service between Dearborn station and Sixty-eighth street at the rush hours.

NORTH SIDE.

WATER TRANSPORTATION.

From loop to north shore, by lake—Steamship United Shore will ply from Grant park, foot of Van Buren street, to Lincoln park, foot of Fullerton avenue, leaving at 8:45, 9, and 9:15 a. m. and 1, 2:30, 4:30, 5:30, 6:30, and 8:30 p. m.; return trips from Fullerton avenue 7:30, 8:30, and 9:30 a. m. and 1:30, 2:45, 5, 6, 8, and 10:15 p. m. North side to loop, via Chicago river—Six boats carrying from 50 to 100 passengers will leave Foster avenue at 15 minute intervals, stopping at Lawrence avenue, Montrose and Irving Park boulevards, Belmont avenue, and if the boats are not crowded, North Avenue, Division street, Chicago avenue, and Clark street bridges.

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JUDGE KOHLSAAT ORDERS OAK PARK ELEVATED TO RUN

Receiver Houses 100 Men in Barns to Start Sending Cars to Loop Today.

(Continued from first page.)

In all respects, for they, for the time being, are the employees of the court, assisting it in carrying out its function of operating the road for the benefit of the public and all parties in interest. Hence the court should be put in possession of all the facts bearing upon the controversy which resulted in the strike, so that it may form its own conclusions as to the merits. The receiver is directed to furnish the information to the court as soon as practicable. But the court also owes a duty to the public, and that is to operate the train by the best means obtainable. Consequently the receiver is directed to resume operation without delay, employing such men as may be available for the purpose. In case of any unlawful interference or obstruction by any persons whatsoever the receiver will immediately report the facts and circumstances to the court for such action as the court may deem proper.

Entered June 16, 1915.

KOHLSAAT, Judge.

May Nullify Ordinances. It was pointed out that the effect of this order might be twofold.

The reversion of the road, which is pending before Judge Kohlsaat, might be used, it was said, to nullify the ordinance of the city council, passed Monday night, in the event it is upheld by the mayor and prohibition against the employment of strikebreakers is found to be valid.

President Budd announced after the order was entered that he would start operating trains on the Oak Park line at 8:30 this morning. He said an effort will be made to maintain a ten to fifteen minute schedule.

Attorney Porter said the receiver will supply the cars as soon as possible with information regarding the cause of the strike and the means taken to bring about a settlement of the men's grievances.

STUDENTS COLLECT TICKETS. Six from Northwestern University Get Jobs on Milwaukee Suburban Trains.

Six Northwestern university students have obtained jobs from the Chicago, Milwaukee and St. Paul railroad as ticket collectors on the suburban trains. They are Maurice James, a senior; his brother, Hubert, a junior; Henry Eastman, a junior; John Bernay, a senior; John Parrish, a sophomore; and John Ulrich, a sophomore.

JOLIET HITNEYS ARE BARRED. Chief Healey Holds Outside Drivers Would Be Nuisances in Chicago.

Joliet, Ill., June 16.—(Special.)—A Joliet jitney bus fleet, ready to start to Chicago, was halted by the refusal of Chief Healey to grant licenses. Chief Healey said they would be nuisances in Chicago because of unfamiliarity with traffic regulations.

WOMAN BOUND AND ROBBED. Music Teacher, Alone in Skyscraper Room, Victim of Man Who Seeks "Keweenaw."

Miss Ruth Hawkins, a teacher in the Huller school of music on the fourth floor of a building at 60 East Van Buren street, was bound, gagged, and robbed late yesterday by a robber who entered while she was alone. Miss Hawkins was released half an hour later, when E. E. Hegboom, another teacher, entered the room. The robber entered on the pretext he desired to take music lesson. He obtained \$5 from Miss Hawkins' handbag.

JITNEY REGULATION CHIEF HEALEY'S PLAN.

CHIEF HEALEY has put several office assistants to work devising routes on which the jitneys shall enter and leave the loop and today their meetings will be in effect. Under the new system, it is predicted at headquarters, there will be practically no more congestion than there was before the strike.

"Conditions were much improved today and I think the improvement tomorrow will be greater," the chief said. "The congestion seems to be adjusting itself."

"I am considering the advisability of requiring operators of public conveyances to get cab licenses and drivers' licenses, but I haven't definitely decided to follow such a course. It all depends on prospects of a speedy settlement of the strike and on how conditions work out tomorrow."

SUES TO HAVE LAKESIDE HOSPITAL PERMIT REVOKED

Head of Institution Calls Taxpayer's Act "Spite Work by Rhodes Avenue Hospital."

The Lakeside hospital is having its troubles again. The Lakeside is a private institution at 3416 Rhodes avenue, conducted by Dr. O. Ralph Johnston and his brother, Thomas E. Johnston, who is business manager of the concern.

Claud E. Hammond yesterday brought suit to compel Dr. John Dill Robertson, commissioner of health, to revoke the hospital's permit. He alleges the building does not come up to the city code as regards fireproof construction. This is the fourth suit of a like nature the hospital has had to fight within the last few years.

"It's spite work on the part of the Rhodes Avenue hospital," declared Dr. Johnston over the telephone. "Absurd," responded Dr. Frank Deacon, superintendent of the Rhodes Avenue hospital, in answer to the charge of spite. "We've heard of commercial rivalry between hospitals of standing."

The Lakeside hospital gained publicity in the recent abortion scandal after a woman who had aborted herself died there.

MUNDAY BACK IN BUSINESS.

Will Be Allowed to Re-engage in Enterprises He Directed Before Coming to Chicago.

Charles B. Munday of the defunct Lortner bank will re-engage in the enterprises which he conducted before coming to Chicago.

Judge Humphrey, in the Federal court in Springfield, yesterday made this possible. He entered an order confirming the composition offered by Charles B. Munday, C. B. Munday & Co. and Litchfield Mill and Elevator company, thereby discharging those estates from the bankruptcy court. The composition provides for the payment by Charles B. Munday, C. B. Munday & Co. and Litchfield Mill and Elevator company of 100 cents on the dollar to all creditors. Mr. Munday, it was announced, will immediately resume the operation of the enterprises.

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CARSON PIRIE SCOTT & Co.



Everything for Little Tots in Mid-Summer Frocks, Suits, Play-Dresses, Headwear

All Within the Price Range of \$1 to \$2.95

Complete vacation outfits, whether little folks are to summer at home or in the country. And now, mothers, is the time to choose them, for prices are little and values correspondingly big.

The reason? Great shipments of fresh, new summer garments have arrived "just before inventory." And our only object is to have them all go to Chicago's little men and women before "inventory" really comes.

For Little Girls from 1 to 5 Years—

White Tailored Dresses, Daintily Simple. Lacy White Frocks with Ribbon Sashes. White Frocks Smocked in Blue or Rose. Yoke-dresses and Long-waisted Dresses.

Prices Range from \$1 to \$2.95.

For Little Boys from 1 to 3 Years—

Oliver Twist Suits in Blue and Brown. Middy Suits in Cunning New Styles. Colored and White Play Suits. Among them are the cutest little dress-up and play suits imaginable.

All in a Price Range of \$1 to \$2.95.

Specially Special—500 Baby Boys' Trouser Suits at \$1

About One-Third Less Than Usual.

Rompers and Creepers, a dozen styles, at 50c. Washable Hats at 50c, \$1 and \$1.50.

Telephone: Private Exchange 8—Local 880.

Third Floor—North Room.

"What can I do to make her stronger?"

Your physician has told you that it is simply one of the thousands of cases of "debility." You have tried certain "tonics" without avail, but you have not yet tried Sanatogen, the true food-tonic.

And Sanatogen may prove her salvation, for remember that thousands of women who were weak and weary have derived new strength, a new joy of living, from its use.

Oliver Schreiner, the famous writer, gratefully exclaims: "Nothing that I have taken in years has given me such a sense of vigor as Sanatogen."

And Amelia E. Barr, the beloved novelist, refers to the "marvellous help" derived from using Sanatogen. This help of Sanatogen is not the false help of a mere stimulant but the constructive aid of a true food-tonic which gives the exhausted system the natural elements for building up the blood, strengthening the nerves, improving digestion.

How well it performs this function, physicians in every land—21,000 of them have endorsed Sanatogen in writing—know from actual observation. Their attitude



Headwear
\$2.95

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COMPROMISE ON TRACTION BILLS; HAVE SLIM SHOW

Not Believed They Will Pass
House; Committee to Discuss
New Wording of Measures.

(BY A STAFF CORRESPONDENT.)
Springfield, Ill., June 15.—[Special.]—A compromise engineered by the utilities companies and the Chicago council representatives was arrived at today on the three traction bills now in the house.

The only essential parties to the compromise negotiations who were not joined to the agreement were the members of the house.

The house committee on public utilities met tonight to take final action on the three bills. There was no quorum present. It was the second meeting of the day. Chairman McCormick announced that there will be a final attempt to get committee action tomorrow noon. He issued a call in accordance with this proposal tonight.

No Chance to Pass.
"One chance in ten remains for favorable action in the committee," Mr. McCormick said. "Even if the bills are reported from committee, which is problematical, the possibility that any or all of them will pass the house is dubious."

The agreement as between the council and the traction companies was arrived at through conferences in which William G. Beale and Arthur Dyrenforth, for the companies, were the spokesmen. Ald. Capitani, chairman of the Chicago transportation committee, broke away from the strike condition long enough to be here this morning, departing at noon for Chicago.

The Dailey amendment is to go out of the merger bill. The bulk of the Fisher amendments are to be inserted in the three bills and all that is necessary now is to get a committee quorum to accept the compromise and a further affirmative vote in the house.

Denies Fisher Charge.
For the companies, Mr. Dyrenforth tonight gave out a statement refuting the charges from Walter L. Fisher, made last night, that the bills are on a par with the Allen bill. The statement says in part:

"The pending bill, senate bill 488, which is called the Broderick bill, and senate bill 548, which has been called the 'merger bill,' have been characterized as legislation in the nature of the Allen bill. It is both incorrect and unjust to designate these bills as resembling the Allen bill, as a reference to certain of the provisions of the Allen bill, which was passed June 9, 1907, and in force July 1, 1907, will show."

MYSTERIOUS A. B. WARREN
WOMAN IN DIVORCE CASE.

Mrs. Price Sues, While Husband,
Dr. Arthur E. Price, Files Action
Against Charles Bosch.

And when all is said and done, who is A. B. Warren?
A month ago Mrs. Louise Price filed her divorce suit in the Circuit court against Dr. Arthur E. Price, who has an office at 175 West Jackson boulevard. She made only one charge—undue intimacy with a woman named A. B. Warren. Her attorney refused to supplement the statements in the bill by explaining Mrs. Price's present address and the identity of the co-respondent.

Yesterday Dr. Price filed in the Circuit court the precept of a \$15,000 suit against Charles Bosch, vice president of the Henry Bosch company, wall paper dealers at 125 South Wabash avenue. Attorney Charles E. Seleck said the suit was for alienation of affections, but refused to give any details.

Mr. Bosch is married. When his home at 1316 Fargo avenue was reached by telephone a woman's voice said, "Mr. Bosch is not at home," and the receiver banged. Later attempts to speak to the head of the house were greeted in the same manner.

Chicago Doctor to Front.
New York, June 15.—Thirty-two American doctors and seventy-five trained nurses, organized in Chicago, called for and today aboard the steamship New Amsterdam. They will land at Palmouth and there become a part of the medical corps of the British army. Dr. George B. Davis of Chicago is said to have been commissioned a lieutenant colonel.

Scene of Fighting, Austrian Frontier



AUSTRIANS TRY TO STOP ENEMY

Troops Advance on Inva-
ders South of Trent on the
Riva-Rovereto Front.

INNSBRUCK, Austria, via Paris, June 15.—Twenty-five thousand Austro-Hungarian troops left Trent yesterday and are now advancing against the Italians on the Riva-Rovereto front.

In the vicinity of Gorizia and Gradisca, heavy fighting occurred recently. The Austrian casualties are reported to have amounted to 1,000, while the number of Italians killed or wounded totaled nearly as many.

A new ammunition depot at Tolmeina has been destroyed by the Italians.

Italian War Report.
ROME, via Paris, June 15.—The following statement regarding the progress of military operations was issued tonight at the headquarters of the Italian general staff:

"There have been no important developments along the Tyrol-Trentino frontier. The enemy persistently attacked Montebello at night after an all day bombardment from Forte Piatto and was repulsed each time.

"Our artillery caused the explosion of ammunition depots towards Corte in the Cortivo valley and seriously damaged the enemy's works at Cassale.

"Our bombardment of Malborghetto in Carnia resulted in an explosion in the lower part of the fortress.

Much Booty for Italians.
Further reports of the night attack of Italian Alpini in the difficult region of the Alps of Volla give details of considerable booty taken there, besides a number of prisoners, who were terrorized by the impetus of our troops.

"Our batteries dispersed a camp of the enemy in the region of Monte Nero. The Austrians tried yesterday to set the forest of Montefalcone afire, but our troops drove back the enemy and extinguished the flames."

Give German Red Cross \$1,885,000
New York, June 15.—Capt. E. Becker who succeeds Dr. Bernhard Dernburg at the duties in the United States of the German Red Cross, announced today that contributions received in this country totaling \$1,885,000 have been sent to the central committee in Berlin.

75 CAR MEASURE LOSES IN HOUSE; LACKED 15 VOTES

Defeat Removes Obstacle in
Way of Adjournment of the
Legislature This Week.

(BY A STAFF CORRESPONDENT.)
Springfield, Ill., June 15.—[Special.]—The McGloin "fifty car bill," introduced last week to become a seventy-five car proposition, was defeated in the house this afternoon and is undoubtedly dead. By a vote of 61 to 7 the house refused to permit it to come to its third reading. It needed 71 votes. Its defeat removes one of the bills that had been feared as obstructive in the way of final adjournment Thursday night.

The bill has been crushed stubbornly by the labor lobby, including the affiliated railroad men and the Federation of Labor representatives. Prodding of the street car strike in Chicago held chargeable by some of the labor men for the defeat of the measure. It had surmounted formidable obstacles in progressing as far as it did on the house calendar.

Representative Peter F. Smith of Chicago, speaking for the bill, turned out the suggestion that defeat of the measure might precipitate a general strike of railroad men all over Illinois. The thought apparently did not have serious weight with the legislature.

Last Call for House Bills.
This was the last call for house bills in the house and senate bills in the senate. Both chambers worked all day and far into the night. The senate succeeded in clearing its own third reading calendar and the house made a big hole in its third reading list. Speaker Shanahan started the night session with the announcement that he would keep the roll call until a quorum would remain so that all bills could get to a roll call.

The most important bill passed by the senate was Senator Curtis' changing the date of the presidential preference primary to the first Tuesday in April, coincident with the township elections.

The senate killed the Smith bill, which would have amended the woman's suffrage act so as to permit women to vote for park commissioners. Mrs. Grace Wilbur Trout and other representatives of women objected strongly to the extension of the franchise on the grounds that it would open up the seat to further amendment and might lead to another constitutional test of the law in the Supreme court.

Sets Polls Official's Pay.
The house passed its Ryan bill raising the pay of judges and clerks of election in Chicago to \$7 on election and primary days.

The house killed the Merritt bill, which would have denaturalized the state civil service act.

Among the house bills passed by the house were the following:

Frans' providing that cities may abolish the commission form of government by majority vote.

Lytle's recasting the present child's delinquency act.

The senate killed the efficiency and economy commission's bill for consolidation of the boards of the educational institutions and the state libraries. It also killed the last of the anti-capital punishment bills.

HIS "JITNEY" HORSE STOLEN.
Man Drives Neighbor to County
Hospital to See Wife and
Buggy Disappears.

Andrew Tomas of 4501 Justine street drove his neighbor, John Zemba, of 4501 Justine street, to the county hospital in his buggy. Zemba's wife Anna is a patient. The men left the horse and buggy standing near the Harrison street entrance to the hospital while they went inside. When they returned half an hour later the horse and buggy were gone.

BURGARS' BOOTY IS \$1,534.
Masked Desperados' Haul at Cream-
ery Company Bigger than
First Reported.

Four armed and masked burglars, who sagged and tied the watchman and fireman in the Blue Valley Creamery company, 700 South Clinton street, early Sunday morning, took \$1,534 from the safe instead of \$200 as was at first reported.

TAFT SPEAKER AT WELLESLEY

Ex-President Tells Gradu-
ates of Hope Future War
May Be Prevented.

DIPLOMAS FOR 294.

Wellesley, Mass., June 15.—Prospects of a permanent peace were discussed by former President Taft at the commencement exercises of the Wellesley college, at which 294 young women received their degrees today.

Speaking particularly of a peace meeting to be held next week in Philadelphia, Mr. Taft said it was called for the purpose of finding some means to make war less profitable.

It was not called, he said, for the purpose of trying to end the present war, but of discussing an international treaty which may be made at the conclusion of hostilities.

"A great many people object to the policy of the 100 men who are going to meet in Philadelphia next week," he said, "but I feel that if we can give the peace party, which always exists in every country, a practical means of settlement without blood, we shall have gone far toward international peace."

Plends for Trade Progress.
Chambers, Ill., June 15.—[Special.]—Declaring that American citizens are not yet accustomed to thinking in terms of world intercourse, E. N. Hurley of Chicago, of the federal trade commission, made a plea to University of Illinois alumni for their interest in developing foreign trade.

"The citizen of this interior," Mr. Hurley said, "is still inclined to consider the development of the merchant marine a problem of the seacoast. He is likely to consider the effect of the tariff upon our foreign trade as less important than the rates of duty on his own product. He is not yet accustomed to thinking in terms of world intercourse. He does not realize that the influence of international movement of capital, improved transportation, and the intervening of commercial interest has made the resident of India as much his neighbor as the citizen of Indiana. He must be made to realize this before we can effectively discharge our duty as one of the world's great industrial nations."

Service for College Men.
This is the service that the college man may render. The least he can do is to develop and to advocate an intelligent appreciation of the responsibility of every citizen for sound national foreign trade policy.

Spencer Otto of Chicago, State Superintendent of Public Instruction Blair, and President Edmund A. James were other speakers in a symposium, "The Service of the University of Illinois May Render to the State."

A bust of the late Prof. Edward Snyder, connected with the university for more than a quarter of a century, was presented by Lorenzo Taft of Chicago, an alumnus and pupil of Prof. Snyder.

Princeton Degree for Edison.
Princeton, N. J., June 15.—Gen. George Goethals, Thomas A. Edison, and Myron T. Herrick, former ambassador to France, were among the distinguished men on whom honorary degrees were conferred at the one hundred and sixty-eighth commencement of Princeton university today. Diplomas were presented to 277 members of the senior class, one of the largest ever graduated from Princeton. Mr. Edison received the degree of doctor of science.

Degrees at Smith College.
Northampton, Mass., June 15.—Seven young women received the degree of master of arts and 216 that of bachelor of arts at the Smith college commencement today. The commencement orator was John H. Finley, president of the University of the State of New York.

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FULLAM DENIES USING INFLUENCE ON MIDSHIPMEN

Rear Admiral Asserts He Didn't
Ask Change of Testimony
by Annapolis Cadets.

Annapolis, Md., June 15.—Rear Admiral William F. Fullam, superintendent of the Naval academy, was given an opportunity late today to explain before the court of inquiry investigating the "cribbing" scandal, the advice which he had given prospective midshipmen witnesses. While he was in the witness chair today Admiral Fullam said:

"I consider myself in some sense a defendant, in view of what the press of the country has had to say in criticism of the system at the academy."

When Midshipman A. C. Rogers joined the seven original defendants, after testimony had been given that a paper in his handwriting had been found on which answers appeared to questions in the last Spanish examination and which had been circulated as "dope" prior to the examination, he accepted the counsel of the other defendants.

Rear Admiral Fullam said he sent for Rogers the next morning because he thought he needed advice concerning that proceeding, he was wronging himself and jeopardizing his interests by placing himself in the same category with the seven midshipmen who had been recommended for dismissal.

"In no case did I try to influence their testimony or their actions in this court," said the superintendent.

ILLINOIS WOMEN MEET AT DE KALB

Leaders from Many Towns
Tell of Value of Co-
operation.

CAN GET OWN REFORMS.

De Kalb, Ill., June 15.—[Special.]—The northern Illinois conference of the State Civic league, affiliated with the Illinois Equal Suffrage league, met in De Kalb today. Hundreds of delegates, representing women's organizations from all parts of northern Illinois, were present.

The program opened in the Congregational church at 10 o'clock this morning with addresses of welcome by heads of the local clubs and organizations.

Mrs. Heath of Elgin told of women's civic activity in Elgin; Mrs. W. P. Conger gave the work of the civic department in Glen Ellyn, and Mrs. Sagle of Sterling, Ill., spoke briefly of what the women have done and what they expect to do in Sterling. Mrs. Mack of Aurora gave the report of their policewoman and public chaplains.

Mrs. Edwin Lowenthal, recording secretary of the Illinois Suffrage league and chairman of the Third Ward Civic league of Chicago, spoke at length about the organization in her ward. There are twenty-five women's organizations federated in this ward.

Suffragists Storm Albany.
Albany, N. Y., June 15.—Despite the opposition of the "antis," who, through their organization, protested to acting Gov. Schooness that the act would be a desecration of the capitol by a political party, suffragists held a flower fête on the steps of the statehouse today.

Wearing yellow sashes and protected from the rain by a great yellow umbrella, the suffragists dispensed flowers and ice cream to members of the constitutional convention now in session here and to state officials.

The most Famous CIGARETTE in the World



SMOKED BY ROYALTY
and the ELITE of SOCIETY
Twenty Five Cents

Let POSLAM
RELIEVE YOUR
SKIN DISTRESS

If you suffer skin distress, do not let another day pass without trying Poslam, which so quickly eradicates Eczema, Pimples and all skin affections. Apply a little at night and see actual improvement next morning. Think what this means to you if you are tortured and embarrassed by any aggravating skin disorder! Poslam is absolutely harmless. Your druggist sells Poslam. For free sample write to Emergency Laboratories, 32 West 25th St., New York. Poslam Soap, medicated with Poslam, 25 cents and 15 cents.

Marshall Field & Co.

By telephoning Private Exchange 1 any of the merchandise mentioned below—or merchandise in any other Section of this Store—can be chosen conveniently and satisfactorily.

Smart Topcoats—for Feminine Motor Derby Visitors—

Models which can be donned suitably at many smart gatherings, are on special display in our Women's and Misses' Coat Sections.

Women's Coats of Wash and Wool Fabrics



The two sketched give an idea of the many exclusive models now on display.

The Coat at the Left, \$40
Made of handsome yellow denim, lined with white china silk.

The Model at the Right, \$57.50
This, of heavy rose color chenille, is a most exclusive model, trimmed with novelty buttons.

Many charming models in soft woolsens, priced at \$47.50, \$50.00, \$57.50

Of Special Interest:
New Oiled Silk Water-Proof Coats—Price Including Carrying Bag—\$20.00
These are made of a recently invented fabric. A pure zephyr-like silk specially treated, which heat does not injure. There is no rubber, no odor, and very little weight to this fabric—Coat, and Bag for carrying, weighing only 14 ounces. Offered in garnet, tan, plum and dark green.

Women's Coat Section, Sixth Floor, North Room, State Street.

Advance Models in Wool Coats for Misses
Delightful styles appropriate for travel, motor and steamer wear are well represented in our stocks:

Of Checked Vicuna Cloth at \$30
This style is illustrated at the right, offered in black and white and colored checks in small and large patterns. It is lined with striped satin and belted at the front.

Of Checked Worsted or Tweeds—at \$18.50
The smart model sketched at the left, made with large, roomy sleeves, deep cuffs and a pronounced flare to the back of the Coat.

Misses' Coat Section, Sixth Floor, North Room.

The Jitney!!

Here is a rare chance to get into the Jitney Bus business

Sale of 1908 to 1911 models in
Pierce Arrow Cars

Prices from \$250 up
But You Must Act Quickly

H. Paulman
& Company

2420 Michigan Boulevard, Chicago
Telephone: Calumet 231

TODAY SATURDAY JUNE 26

High Speed
Record Trials
Admission 50c

The Chicago Tribune.
THE WORLD'S GREATEST NEWSPAPER
FOUNDED JUNE 16, 1847.
ENTERED AS SECOND CLASS MATTER JUNE 16, 1895, AT
THE POSTOFFICE AT CHICAGO, ILL. UNDER ACT OF
MARCH 3, 1879.
An unswerving policy, unswerving letters, and pictures
sent to "The Tribune" are sent at the owner's risk, and
the Tribune assumes no responsibility for their safe custody or return.

SWORN STATEMENT.
Not paid circulation of "The Chicago Tribune" as reported under section 4677 of the postal laws and regulations, being the average from Oct. 1, 1914, to March 31, 1915.
Daily 534,897
Sunday 534,948

The above figures are exclusive of all papers which have been wasted, spoiled, returned, duplicated, delivered as complimentary, in exchange, or samples, which were misused or lost, or were late in arriving at their destination, or that remained unsold. They also are exclusive of papers paid for but on which money has been refunded.

WEDNESDAY, JUNE 16, 1915.
"Our country! In her intercourse with foreign nations may she always be in the right; but our country, right or wrong."
Stephen Decatur.

POWER AND SAND.
The street car employees have declared their minimum terms.
The companies have declared their minimum terms.
It is time for the city to declare its minimum terms.
And its minimum terms are peace.
Peace now, and not peace after weeks of avoidable inconvenience, loss, and futile disturbance.
Mayor Thompson can bring this peace about, for he has the power.
Has he got the sand?

Both warring elements have been appealed to in the name of reason, self-interest, and public spirit to arbitrate. The net result of these appeals seems at this moment to be claims by each side that it is ready to arbitrate—but no arbitration. The net result is arguments—and the paralysis of the city's transportation system.

Meantime we are drifting into worse conditions. Already acts of violence have begun. Unless the history of street car strikes is belied we shall presently have a situation which will be disgraceful, intolerable, and miserably futile, so far as the working-out of justice to the conflicting parties or to the innocent public is concerned.

That folly should not be permitted. It should be checked when it can be checked, not before any more headway has been gained.

The mayor has the power.

Has he got the sand to use his power?

We have had the companies' ultimatum and the men's ultimatum. Let us have the city's ultimatum. A fair and honorable proposal for arbitration should be put up to the warring interests, including a board of arbitration which shall include representatives of the men and the companies, and a representative or representatives of the public of such caliber and reputation as will prevent any justifiable challenge from either side.

With this proposal should go the declaration that it must be accepted or the city authorities will act upon the emergency as under martial law to the full extent of the police powers of the city and without further consideration of either side, but solely and singly for the protection of the public now innocently victimized.

The pressure brought to bear in favor of the city's proposal should be as strong on one party as on the other. Measures taken merely to break the strike would not have public support at this time, even though they resulted in prompt relief of the public's inconvenience, because there is a general feeling that for the service they are required to give the men are not paid as well as they should be by corporations earning what the surface lines are able to earn in this city. This is a question, however, for fair arbitration and it is not one which the public should be required to help settle at the price of unnecessary inconvenience and loss. The strike leaders should, therefore, be made to understand that back of the city's proposal is a strong hand, which will check all violence sternly and which will put the transportation system in motion once more, regardless of the interests of the men, if the city's proposal is not accepted by them.

On the other hand, it should be made clear to the companies that unless they and the interests back of them are courting a long period of discipline and official as well as popular disfavor, they will not refuse the city's proposal.

In the Indianapolis strike inertia on the part of the local executive brought about vigorous action by the governor. In Detroit energetic, resourceful, and public spirited citizens brought the combatants to terms. Mr. Hyde's article of today on street car strikes contains much suggestive matter. It shows emphatically that where there is a will and intelligent resourcefulness to direct a situation such as now seems to be closing down on Chicago can be handled swiftly and decisively.

The street car system of this city is a privileged monopoly, over which the city has regulatory powers

and evidently needs more. The internal differences of this monopoly should not be allowed to be fought out at the expense of the innocent public. They should not be and they must not be.

There is one alternative to municipal ownership and only one. That is a municipal control fully adequate to defend the city and its people from misfortunes like the present.

The authority of the mayor, his legal power, active and latent, his great official influence should be concentrated on the problem of immediate peace.

The mayor has the power to bring about peace.

Has he got the sand?

A CITY UPSET.
Chicago people have been disciplined in such a rigorous school of transportation that when they found the normal discomforts supplanted by unusual discomforts they accepted the change without much loss of temper. They never have been pampered by the local lords of locomotion. They have had a good old fashioned bringing up on the theory that softness spoils a nation. The result is a Spartan lot.

Good nature will not endure, but it survives the first contact with new and vexatious discomforts. Attention will spill it if the hard conditions continue to rub the public temper, but for the time being there is an apparent disposition to accept the experience as an adventure. It will lose its attractiveness soon enough unless the principal parties to the contest discover quickly that it is not a private fight but a public nuisance.

We do not know whether American crowds are any better natured than other crowds or not. It is a popular opinion with us that an unorganized and therefore uncontrolled assemblage of Americans can be trusted generally to keep within bounds and submit good naturedly to almost any condition that is trying to the temper. The events of the last two days have done something to substantiate that theory. Monday's rain did not remove any of the difficulties, but most of the folk who suddenly found that home had moved miles away from the office were grinning as they tried to cover the new distance.

It was interesting to observe also how within twenty-four hours a sort of organization had come out of the efforts to supply a substitute system of transportation. Monday it seemed as if everything in the city that had four fairly good wheels was in service. Without any supervising direction this new service began to arrive at a semblance of system and organization. By natural choice and selection routes were established, and by yesterday evening various lines of odd vehicles were in regularized operation.

There was no force to organize the service except the one of demand, but it brought something like form out of something as nearly like chaos as folk could see.

Almost certainly there will be a change in public temper unless an agreement which puts the car back to work, but for the present the novel hardships are being met enterprisingly and endured patiently.

THE BOXING BILL.
THE TRIBUNE is asked to oppose the boxing bill in its present form not on the ground that regulated boxing in itself need be bad but because the senate in tinkering at the bill damaged it instead of improving it.

The senate undoubtedly did a bit of mischief when it attached a referendum clause to the measure. That method of submitting to the will of the people was far from a sure fire means of defense against iniquity in this case. If the people were to say whether or not they wanted the prohibition of boxing abrogated in the state no harm would have been done, but if the legislature permits communities to decide whether they will permit such contests in their own political division it will have opened the door for elements which are likely to make the sport scandalous in a short time.

In the case of Chicago, for instance, it can be seen that promoters will be satisfied to obtain the consent of some village or small town just outside the corporation limits and, having done so, will make that place a reproach to the sport which it is sought to legitimate. If boxing is to have the curse of bad repute taken off it and set up as a decent exercise and rational amusement it must be out in the open and kept out of dark corners.

It is poor business to try to sneak the sport into lawfulness. If the house will make the bill an honest, open permit, subject to the regulations which have been proposed, we believe that the chances will favor the recognition of boxing as a healthy sport.

Editorial of the Day.

BATTLE CRUISERS NEEDED.
[From the New York Times.]

The kind of marksmanship attributed to the gunners on the British dreadnaught Queen Elizabeth in a letter from a Belfast naval officer quoted in the Times dispatches yesterday is probably the kind that only real practice in war can develop. One shell demolished a camp with 500 soldiers and stores for six months. Another, fired over a mountain top, sank a full transport.

According to the newly published edition of the annual "Fleets of the World," the British navy has seventy four battleships in commission or under construction, in tonnage ranging from 12,950 to 27,500, the Queen Elizabeth class, while our thirty-six battleships, in the water, on the stocks, or provided for, range from 11,346 tons to 22,000, and some of the new boats are to have an equipment of guns larger than the biggest of the British ships.

The Germans have thirty-nine battleships, though some of them are not as large as our armored cruisers. Both the British and the German navies, however, have modern battle cruisers, the former ten, with heavy batteries and capable of steaming from twenty-six to twenty-eight knots an hour; the German navy six. We have no war vessels of this type. Undoubtedly we shall continue to build the great floating forts, but we want the fast battle cruisers, too. We have only the beginning of a great modern navy, but it is a good beginning. We are justified in taking great pride in its ships and in the seal and efficiency of its officers and men. The average of our marksmanship has always been high, but it could be made higher with more practice.

The need of battle cruisers is the first consideration, the need of more of them the next. The submarine problem should be speedily solved. There will be ammunition enough for any emergency hereafter. It is essential, however, that the public interest in the increase of the navy should not subside. The subject is one to keep ever freshly in mind. Every citizen should learn all there is for landmen to know about our warships, as the navy exists for the protection of every citizen.

A LINE-O-TYPE OR TWO.
Motto: How to the Line, let the quips fall where they may.

ELLEGY IN A JAY TOWN.
The curfew tolls the knell, doth ring;
The loving pairs slowly o'er the lee.
The shaggy homeward plods her weary way,
And leaves the world to Budy and to me.

EVERY day now sees a Prosperity Parade. HOWD you like to be the gasoline man? WE took a ride on a dray from Lake street to Division yesterday, and, my dear, once was enough.

WHEN this cruel traction war is over the problem of the Strike Brides may be found among its consequences.

IF you can't make this Line, perhaps you can make our Eight-Star chariot. The number is 77. If you're going north, hop in.

ONE reason for the delay in settling the strike is that neither side has made a fair offer. Fair offers are never made until after a million dollars' damage has been done.

Let 'Em Go Double.
Sir: A motion before the house! I vote four annuities to our automobile friends. The ayes have it! Thanks. M. S.

WE have read one or two descriptions of the fight from Antwerp, and the picturesque disorder therein described was a wedding procession compared with the homing of Chicagoans yesterday.

NOT IF THEY WERE ROUTE NO. 1.
Sir: Several motormen who recently went by me without stopping are now trying to be friendly. Would you notice them if you were? SPARTACUS.

"TAKE the automobile which Providence has given you, and use it, etc."—The valued Post. Yesterday p. m. when we blew a universal (or maybe it was a differential) on the State street bridge, we fancied it was the devil, and not Providence, that had wished the dingy thing on us.

R. I. P.
[From the Natal Mercury.]
In Memoriam. Warwick.—In loving memory of Francis Warwick, who died at Antwerp, Belgium, street, Durban, on the 8th May, 1915, but forgotten.

"PLACE Nebraska in Dry Dock—Gap Twenty Feet Long."—Peoria Journal.
See what a rent the envious Woodrow made!

ON WALKING.
[John Burroughs.]
WHEN I see the discomforts that abed-bodded American men will put up with rather than go a mile or half a mile on foot, the abuses they will tolerate and encourage, crowding the street car on a little fall in the temperature or the appearance of an inch or two of snow, packing up to overhauling, dangling to the straps, treading on each other's toes, breathing each other's breaths, crushing the women and children, hanging by tooth and nail to a square inch of the platform, imperiling their limbs and killing the horses—I think the commonest tramp in the street has good reason to felicitate himself on his rare privilege of going afoot.

Indeed, a race that neglects or despises this primitive gift, that fears the touch of the soil that has no footpaths, no community of ownership in the land which they imply, that warns the walker as a trespasser, that knows no way but the highway, the carriage way, that forgets the stile, the foot bridge, that even ignores the right of the pedestrian in the public road, providing no escape for him but in the ditch or up the bank, is in a fair way to far more serious degeneracy.

Shakespeare makes the chief qualification of the walker a merry heart:
"Joy on, joy on, the footpath way,
And merrily hent the stile-a;
A merry heart goes all the day,
Your soul tires in a mile-a."

EARL BRASSEY, reports the London cable, is under orders to proceed to the Dardanelles. Do they think they can carry that bunker with a Brassey?

PROBABLY ASKED HIM IF HE'D HAVE A RING.
[From the Marmaduke, Ky., Herald.]
John Kennedy, of Belfast, died the other day and his obituary was prepared. A barber was called in to shave the corpse. As the razor passed over the man's cheek his eyes opened, his lips parted and he said: "Don't cut me, I'm alive!" The barber drew back in surprise and said: "Where in Oklahoma by this time. Kennedy is alive and well."

"HER [Mary Garden's] audience depended more on personality than on voice or vocal art."—New York Evening Post.

WHEREUPON the editor left town.

MORE THAN CONCEIVABLE.
Sir: If Miss Hilaria Spangler now employed by a business house in Detroit should be admitted to the Academy, it is not probable that she would add a touch of joyousness and sparkle to that dignified assembly of Immortals!

H. E. A.
TWO negroes were lynched in the south Monday, one in South Carolina and one in Georgia, and by an almost uncanny coincidence, both bodies were "riddled with bullets."

On Hearing Schumann's Music to Heine's Poem, "Thou'rt Like Unto a Flower."
HEINE, couldst thou hear this heavenly song Chanted by mortal lips, couldst thou weep in midst to know the thoughts that throng.

Even with thy tears, thrilled by thy lay serene: Couldst see how man forgives thee, and recall Only the angel-love that moved thee then, Unconscious of thy gentle spirit's fall, Blessing like Schumann—couldst thou live again.

How would thy weary heart be healed at last By touch of human homage, how thy dream Would stand revealed above the loveless waste Thy marked thy journey unto pain supreme! And thou dost hear, and see our eyelids fill With pitying love and pathos deep and still.

G. F. R.
A SUSPICION racks us that when Vox Pop receives a particularly imbecile letter about the war he takes a ghastly delight in printing it.

IS THERE ANY IMPOSSIBILITY?
[From the Baltimore American.]
President Wilson will hardly co-operate with the German navy in any suggestion that will induce Great Britain to restrict its freedom of the seas for the transportation of foodstuffs for non-combatants in Germany.

TIED W. G. N. lists the "Spoon River Anthology" under non-fiction. It's all of that.

ANYHOW.
Sir: Anyhow, the Irishman who sat up all night in the Pullman because he couldn't get into the "hammock" has nothing on the Englishman who, having bought a lower, climbed into the unmade upper, for, as he told the conductor, he thought the lower was the "room to sit down in."

J. R. B.
"WANTED—Lively elderly man to run errands; \$1.50 and board."—Daily News.
Chance for John D. or Andy C.
Elected by Viva Vox Vote.
Sir: For chieftain of the Immortals, I nominate Miss Viva Yagel of Reform, Ala.

How to Keep Well.
By Dr. W. A. Evans.

Questions pertinent to hygiene, sanitation, and prevention of disease, if matters of general interest, will be answered in this column. Where space will not permit or the subject is not suitable, letters will be personally answered, subject to proper limitations and where a stamped, addressed envelope is inclosed. Dr. Evans will not make diagnoses or prescribe for individual diseases. Requests for such service cannot be answered.

(Copyright, 1915, By Dr. W. A. Evans.)

SCIENCE OF HEREDITY.
THE proof is clear that inheritance is more important than environment in fixing qualities. If a man is six feet high it is because one parent, or some grandparent, or great-grandparent, was a six footer. Eating abundantly will not make a six footer out of five foot stock, nor will special food, nor special exercises.

Mental and moral qualities are also inherited. Up to a certain point we are free agents, but not beyond it. Every man is under the shadow of his ancestry. Qualities are inherited. If a quality is exceedingly liable to appear in the offspring, even when the other member of the partnership, husband or wife, has different qualities, we speak of the quality as dominant.

By dominant we mean that the quality is in the strain and is almost certain to assert itself. If the quality does not assert itself it is because it is in the children of a union of which the other partner is disqualifying, but is liable to crop out in the grandchildren, or great-grandchildren, we speak of the quality as recessive. Recessive qualities are masked, the quality comes to the surface, but, on the other hand, by mating people with recessive qualities with disqualifying people for a few generations, the quality can be easily bred out of the stock.

Miss Alice has taken advantage of this to get rid of cancer in certain families of mice.

The science of inheritance is a new one. Like every other science, it had its beginnings in the discovery of a fact here and there and a few crystallizing of known facts into something definite enough to be called a science.

This crystallization of the science of heredity took place with the recognition of the work of Galton and the rediscovery of the writings of Mendel, say in 1900. At that time the science of heredity is fifteen years old; just about old enough to "have the goings-on" and squeaky of course.

Any science fifteen years old is happy. Some of its positions will not hold water. Some will be discarded, some will be modified, but the general-run will remain about as they now are and new ones will be developed.

Davenport has catalogued some sixty human qualities as capable of being inherited. Most of these are very striking qualities, easily seen and easily remembered. Children remember their parents and even in their grandparents. Traditions concerning them are handed down in families.

Proof as to qualities less striking and less easily remembered will have to wait for more accurate family records than we now have.

LA MARQUISE DE FONTENAY.
[Copyright, 1915, By the Brentwood Co.]
GREAT is the sensation which has been created, not only in Germany but also throughout Scandinavia, by the imprisonment of the well known German multimillionaire, Johannes La Motte, senator of the free city of Lubeck, and his indictment by the German authorities on a charge of high treason.

He is officially rated as one of the four richest men in Germany, his fortune being estimated at \$200,000,000, and his liberalities have been on the most extensive scale.

Thus, in the early days of the Zepplins he presented no less than three of them to the Kaiser for use by the German army and endowed his native city of Lubeck with a brand new opera house.

The senator is stated to be interested to the extent of \$25,000,000 in the mining industry of Sweden, being the owner of 50,000 shares in the celebrated mines of Graueberg and the sole proprietor of the great Fagersta smelting works.

He enjoys a virtual monopoly of the German trade in mineral ores and is a self-made man, having commenced business on the smallest scale. He is now 59 years of age.

The arrest is due to the fact that the Swedish mines owned by him have been furnishing pyrites to the French and British, that is to say, to the enemies of Germany.

In addition thereto he is charged with having consigned a large cargo of gun barrels from his Fagersta works in Sweden to Japan, where they have been consigned to the Japanese for the use of the Russians.

There is no doubt as to the foundation for the charges against him; and it may be added that suspicion was first excited against him by the German government in the summer of 1914, when he was in Germany on his branch office at Copenhagen in February.

A number of his most trusted managers have also been thrown into jail, including his principal secretary, August Hensen; and while these lesser defendants may escape with sentences of penal servitude, Senator La Motte stands alone at the head of his enormous business from Germany to his branch office at Copenhagen in February.

What will become of all his vast interests in Denmark, in Norway, and especially in the German Empire, his numerous works, and all the other industries of which he is the sole owner and controller in Scandinavia, is a matter for conjecture.

Any suggestion of their activities would throw upon tens of thousands of Scandinavians out of work, besides creating an economic disturbance of the most far reaching and injurious character in the three Scandinavian kingdoms.

The senator, being a full fledged German citizen and a subject of the Kaiser, can claim no mercy, even though the goods which he has sold the enemy are of his native land were not produced in Germany but by his works abroad.

It is only fair to say that this is the first known case of treason on the part of any German who has sold the enemy goods by the methods of warfare of the Germans, their patriotism and their devotion to the fatherland have been undeniable, a subject for admiration, and a source of pride to the Teutonic cause.

Old Sir Oswald Mosely, who is acquainted with the senator, has been heard to say:

THE ALIEN QUESTION.
From Punch (copyright).



Sympathetic Stranger (after lady's repeated calls of "John! John! John!")—John doesn't seem to be a very obedient little dog. Lady—Well, you see, his name isn't John; (sighs) it's really Fritz.

The Friend of the People.
Letters for this department must be signed with names and addresses of the writers.

WILL NOT PAY FIFTY-SECOND AVENUE THIS YEAR.
Dayton, O., June 10.—[To the Friend of the People.]—Kindly inform me if fifty-second avenue will be paved this year and what action, if any, has been taken with respect to paving Merrill avenue south of Seventy-fourth street. Will the sidewalks be laid on Division street between Cleo and Lamon avenues and also at Seventy-sixth street and Merrill avenue?

It is not likely that North Fifty-second avenue (Lamon avenue) from Warwick avenue to Irving Park boulevard will be paved until next year. The matter is now in the County court awaiting disposition of the objections laid. We have plans made for a cement sidewalk on the south side of Division street, between Cleo and Lamon avenues. The work may be laid out this fall, but cannot give definite information as to this until later. Proceedings have not been started as yet for paving Merrill avenue south of Seventy-fourth street nor for sidewalk at Merrill avenue and Seventy-sixth street.

NEW SETTING FOR ADDISON STREET STATION.
Chicago, June 10.—[To the Friend of the People.]—There are no benches on the south bound platform of the Addison street station of the Northwestern elevated railroad, while the north bound platform has four benches. Please see what can be done toward making a proper division of these benches.

A. BORKHILL, 3900 Robey street.
The benches were removed from south bound platform on account of interference caused when handling large baseball crowds. Arrangements have been made to place a set of benches on this platform. NORTHWESTERN ELEVATED R. CO.

NOTIFIED TO PROVIDE RAIN PIPES.
Chicago, June 11.—[To the Friend of the People.]—Can not something be done to compel the owners of the building located at 2319 North Oakley avenue to install proper rain pipes?

T. N.
It appears that there is sufficient evidence of a nuisance of such a nature as to warrant the issuance of a notice by this department to abate same.

JOHN DILL ROBERTSON, Commissioner of Health.
NOT LIKELY TO PAVE EDEN AVENUE THIS YEAR.
Chicago, June 12.—[To the Friend of the People.]—I would like to know if the strip of street between Aldine square and Eden avenue will be paved or repaired and how soon.

JOHN WATERS, 315 Aldine square.
We have started a proceeding for paving Eden avenue, from Aldine square to alley first south of Aldine square. The material proposed is asphalt. It is not likely that the street will be paved this year, but we will do all we can to expedite matters.

EDWARD J. GLACKEN, Secretary.
VOICE OF THE PEOPLE.

NO COMPENSATION FOR WET LOSSES.
Chicago, June 14.—[Editor of The Tribune.]—I am surprised that a lawyer of Mr. Ernest's reputation for intelligence should appear before a legislative committee and urge the passage of a bill requiring that compensation shall be made to liquor men for damage done by local option in any city or township. In Mr. Mayor's view of the fact that the State supreme court of the United States, more than twenty-five years ago, declared itself against his present contention, and that no such law as he now recommends could have standing for a single hour in that court.

In the Muller case, from Kansas, the court of last resort in this country defined prohibition as an act "forbidding the use of property in a manner prejudicial to the health, the morals, or the safety of the public," and for this reason the court declared the owners of such property are not entitled to compensation for pecuniary losses by reason of their not being permitted to use a noxious use of their property to inflict injury upon the community. The language of this decision states the reason for it in a way that completely refutes the logic of Mr. Mayor.

2015 Pine Grove avenue.
COMMENT ON JUDICIAL ELECTION.
Rock Island, Ill., June 14.—[Editor of The Tribune.]—It is indeed reassuring to see a mighty newspaper as The Tribune so thoroughly well satisfied with the new men elected to the Cook county bench. It is mortifying to see a newspaper like THE TRIBUNE do up reputations for a few blundering adventurers and try to make the public believe they are good judicial timber. Worse than that, it is positively sickening.

I know more about the new judges than THE TRIBUNE, and I am ashamed to think that the voters of Cook county would elevate such pinheads to the bench. To corroborate my statement, I would suggest that THE TRIBUNE's "legal advice" work cut a deep shod on them.

J. D. AXIN.
CIVIC FEDERATION DOESN'T ASK PLEDGES.
Chicago, June 14.—[Editor of The Tribune.]—In a press dispatch from Springfield I note the statement that the Civic federation was one of the organizations supposed to be hit at by Representative Gregory's bill to abolish the seeking of written pledges from candidates for the general assembly.

This statement is due to a misunderstanding, as the Civic federation never has sought to exact such pledges. Even in our campaign for the tax amendment recently given the approval of the general assembly, we merely presented the matter for the information of candidates and expressed the hope that if it appeared to them they might see fit to discuss it in their campaign speeches. We asked and received no pledges.

On the contrary, in the last two legislative campaigns we have urged each candidate to abstain from signing any private pledge and to make all pledges he desired to make to his constituents through a public declaration of his individual platform. Pledges given privately to private organizations, we have consistently pointed out, constitute a moral violation in advance of the legislative oath taken by a candidate.

Pledges signed in the confusion of a campaign later frequently prove a hindrance to the free and proper expression of high grade and honest men. The fact that many pledges refer to specific pieces of legislation makes the situation worse. The private pledge practice improves neither the personnel nor the work of a legislative body.

DOUGLAS SUTHERLAND, Secretary.
GERMAN-AMERICAN ATTITUDE.
Chicago, June 15.—[Editor of The Tribune.]—The German-American has always fought for the United States in an American fight, but he will refuse his active assistance in a war against England. It is essential to uphold English navalism. It is willing to go against militarism and navalism, but never against one to the benefit of the other.

KARL MUELLER.
PRESERVING THE BALANCE.
Beaver Dam, Wis., June 15.—[Editor of The Tribune.]—In your caption over a communication in the "Voice of the People" you declare the charge of being either pro-German or pro-English, and assert your pro-Americanism. May I point out that in maintaining your Americanism and strict editorial impartiality you must of necessity appear to fluctuate in your attitude with either the allied belligerents or according to the exigencies of the day.

Neither are at all times by, especially when their respective activities directly affect this nation, although a reasonable latitude must be and is allowed because of the tremendous importance of the issue. It is such calm, dispassionate, and logical analysis of such complexities as arise as emanates from your chair and characterizes your editorials that helps preserve the mental balance of intelligent readers, to whom the principles of justice and fairness are of deeper import even than a direct or indirect bias affiliation with either of the warring nations.

What is right and honorable must be praised; what is base and dishonorable must be condemned at all times, and in doing so, the deepest obligation of friendship is expressed. WILLIAM J. VINCENT.

GERMAN-AMERICAN ATTITUDE.
Chicago, June 15.—[Editor of The Tribune.]—The German-American has always fought for the United States in an American fight, but he will refuse his active assistance in a war against England. It is essential to uphold English navalism. It is willing to go against militarism and navalism, but never against one to the benefit of the other.

KARL MUELLER.

Regular and Emergency Service

for the placing of Tribune Want Ads by telephone has been undisturbed—and such telephone service will continue daily—because Tribune ad-takers will be regularly at their desks to receive Want Ads from telephone subscribers who are unable to reach our main office in person.

In addition, for patrons wishing the benefit of cash with order rates, we print below the names and addresses of Tribune branch agencies where Want Ads may be placed at Tribune office rates. There is undoubtedly an agency in your neighborhood. Tribune Want Ad patrons need not be inconvenienced.

SOUTH SIDE.		SOUTH SIDE.		NORTH SIDE.		WEST SIDE.		WEST SIDE.	
Address	Name	Address	Name	Address	Name	Address	Name	Address	Name
3213 S. Ashland-av.	B. F. Terhune	4701 Indiana-av.	George W. McDonald	629 N. Clark-st.	G. S. Malone	3200 Armitage-av.	W. F. Baselin	4083 Madison-st.	Marce Williams
3257 S. Ashland-av.	F. E. Walters	5501 Indiana-av.	Henry Weigand	884 N. Clark-st.	Bacart Co.	3752 Armitage-av.	Chas. Pass	4300 Madison-st.	W. C. Leonard
3275 Armitage-av.	F. L. Mares	6100 Normal-av.	Peck & Jones	849 N. Clark-st.	John Batte	4224 Armitage-av.	A. Petterson	3290 Madison-st.	Frank L. Ellis
3275 Armitage-av.	Peoples Pharmacy	6000 Normal-av.	A. A. Brenner	1400 N. Clark-st.	O. W. Tanke	1802 S. Ashland-av.	I. Platt	1053 Milwaukee-av.	J. E. Kowalski
3285 Cottage Grove-av.	Rivard Bros.	1264 W. 102nd-st.	Albert Miller	1561 N. Clark-st.	P. J. Schrage	1048 N. Ashland-av.	N. H. Kahn	1428 Milwaukee-av.	L. L. Quales
3285 Cottage Grove-av.	W. J. Higdon	355 W. 120th-st.	J. M. Bradley	2200 N. Clark-st.	Frank Schrage	2815 Belmont-av.	Belmont Pharmacy	1860 Milwaukee-av.	Upton Pharmacy
3290 Cottage Grove-av.	Grove Pharmacy	3701 Rhodes-av.	M. Livingston	2450 N. Clark-st.	John J. Schmidt	325 S. California-av.	Geo. Horn	2812 Milwaukee-av.	Shutts Pharmacy
3301 Cottage Grove-av.	T. H. Patterson	1935 S. State-st.	H. M. Moffet	3800 N. Clark-st.	E. A. Van Dander	3023 Colorado-av.	E. Fellows	4822 Milwaukee-av.	Fred Dunhoff
3311 Cottage Grove-av.	W. L. McCall	2200 S. State-st.	F. M. Freeman	3776 N. Clark-st.	H. C. Rounnell	3501 Colorado-av.	H. Breves	1856 North-av.	B. Pennington
4124 Cottage Grove-av.	Walgreen & Thorne	3725 S. State-st.	C. A. Simmons	4001 N. Clark-st.	Sheridan Park Pharmacy	3563 Colorado-av.	O. W. Sisson	2734 North-av.	W. G. Kreiter
4701 Cottage Grove-av.	Harry Orlenstein	3540 S. State-st.	C. A. Meyers	5125 N. Clark-st.	John A. Abrahamson	600 S. Cicero-av.	T. H. Clarys	3144 North-av.	Hilbe Pharmacy
4901 Cottage Grove-av.	Chadick Bros.	3558 S. State-st.	Hankin & White	6401 N. Clark-st.	E. A. Van Dander	1373 Chicago-av.	F. Wrede	3825 North-av.	F. Winbott
7485 Cottage Grove-av.	O. C. Brinkman	3702 S. State-st.	C. F. La Bastide	6901 N. Clark-st.	E. L. Secord	1858 Chicago-av.	C. L. Matthei	4125 North-av.	E. J. Seifranck
4087 Ellis-av.	William Stroetzel	3801 S. State-st.	L. E. Moore	7100 N. Clark-st.	E. Penberthy	3732 Chicago-av.	H. J. Adla	4159 North-av.	E. J. Kappas
108 E. 42nd-st.	G. A. Wecker	4446 S. State-st.	W. E. Stille	1730 Greenleaf-av.	Jed Lake Jewell	2042 S. Central Park-av.	John E. Kabot	4317 North-av.	E. F. Blumner
328 E. 42nd-st.	Walgreen Pharmacy	4750 S. State-st.	R. M. Stokes	2401 Clyburn-av.	F. J. Kolb	2000 Division-st.	Francis Drug Co.	1700 Ogden-av.	Ada Pharmacy
655 E. 42nd-st.	Wals Pharmacy	5037 S. State-st.	C. E. Kreyssler	320 Center-st.	W. C. Noorman	2434 Division-st.	S. E. Perlow	2064 Ogden-av.	H. Dinkelman
3801 E. 42nd-st.	W. J. Katzenberg	380 E. 41st-st.	J. W. Blockidge	934 Center-st.	Shimick Pharmacy	2758 Division-st.	Monticello Pharmacy	2736 Ogden-av.	Geo. Farrer
1319 E. 42nd-st.	H. Steinkraus	332 E. 41st-st.	E. L. Connolly	1004 Diversey-blvd.	August Studer	2758 Diversey-blvd.	A. C. Ibach	3245 Ogden-av.	Frank Greene
153 E. 47th-st.	Kohn Drug Co.	492 E. 43rd-st.	S. Bezenohu	1454 Fullerton-av.	Fullerton Avenue Pharmacy	1012 Eighteenth-st.	Edw. Stueckel	3535 Ogden-av.	Richard Voeg
301 E. 47th-st.	G. W. McDonald	754 E. 43rd-st.	G. J. Changelos	823 Grace-st.	Lee Drug Store	1809 Eighteenth-st.	White Eagle Ph.	1326 S. Racine-av.	M. D. Stayer
900 E. 47th-st.	Leo E. Elliott	1104 E. 43rd-st.	L. M. Mitchell	507 N. Halsted-st.	A. Romano	3471 Elston-av.	A. Borchers	1901 S. Racine-av.	C. G. Feneck
331 E. 47th-st.	Robert R. Levy	1361 E. 43rd-st.	F. A. Neighber	2000 N. Halsted-st.	J. R. Vahlteich	2100 S. Crawford-av.	B. J. Pavlicka	2703 N. Rockwell-st.	G. A. Wester
500 E. 47th-st.	Gordon Pharmacy	1550 E. 43rd-st.	W. A. Dunn	2405 N. Halsted-st.	A. Muenhofer	2000 Fullerton-av.	Petterson Pharmacy	3535 Sixteenth-st.	U. S. McClure
756 E. 47th-st.	Frank Alexander	300 W. 43rd-st.	A. P. Knapp	2000 N. Halsted-st.	De Hossan Pharmacy	5401 Fullerton-av.	Miller Pharmacy	1055 Taylor-st.	F. S. Bernard
1100 E. 47th-st.	Kidder & Lewis	1150 W. 43rd-st.	R. R. Pogram	2300 N. Halsted-st.	T. H. Flannery	3633 Fullerton-av.	The Square Pharmacy	1834 Twelfth-st.	A. Meyerson
1200 E. 47th-st.	Curry Pharmacy	1600 W. 43rd-st.	W. P. Knoch	2329 N. Halsted-st.	Melrose Pharmacy	1201 Grand-av.	Braun's Pharmacy	3958 Twelfth-st.	A. Stamm
1400 E. 47th-st.	Conrad & Nafe	1645 W. 43rd-st.	Munroe Pharmacy	1000 Irving Park-blvd.	G. E. Smith	1888 Grand-av.	C. O. Foran	4201 Twelfth-st.	J. F. Keuba
10 W. 47th-st.	J. Sare	1001 W. 41st-st.	E. A. Zahn	2303 Lincoln-av.	H. L. Hueschert	3232 Grand-av.	Elisabeth Bros.	1638 21st-st.	H. Stalk
255 W. 47th-st.	A. A. Kurrach	7100 Stony Island-av.	Saxauer & Co.	4018 Lincoln-av.	Kramer & Wegener	3158 Harrison-st.	G. W. Tucker	2000 22nd-st.	E. A. Lukasek
701 W. 47th-st.	J. P. Brady	3502 W. 26th-st.	Charles Peter	4305 Lincoln-av.	Hanover Pharmacy	4228 Harrison-st.	Belle Pharmacy	3101 23rd-st.	S. Mattas
1500 W. 47th-st.	J. Dukey	24 E. 31st-st.	E. L. Price	4801 Lincoln-av.	Frank Kremer	4500 Harrison-st.	L. C. Solomon	3233 23rd-st.	T. H. Vilhi
230 E. 51st-st.	Ortenstein & Vasse	80 E. 31st-st.	E. P. Hubbard	5155 Lincoln-av.	V. A. Kremer	3559 Hirsch-blvd.	Park Pharmacy	3505 26th-st.	Chas. Peters
1208 W. 51st-st.	A. J. Link	334 E. 31st-st.	W. J. Hignold	2004 Lawrence-st.	G. A. Spencer	507 N. Halsted-st.	A. Romano	1500 Van Buren-st.	Metcoff Bros.
1857 E. 52nd-st.	Joseph E. Grubb	19 W. 51st-st.	Porter Pharmacy	172 North-av.	E. B. Ladisch	3038 Irving Park-blvd.	Irving Park Drug Co.	1625 Van Buren-st.	J. B. Galloway
901 E. 52nd-st.	Drexel Pharmacy	300 W. 51st-st.	Gladville Pharmacy	340 North-av.	J. J. Fortes	3617 Irving Park-blvd.	Witte & Christensen	2500 Van Buren-st.	C. E. Batterton
1132 E. 52nd-st.	C. J. Bierman	359 W. 51st-st.	J. P. Crawley	934 Rush-st.	F. C. Karts	4228 Irving Park-blvd.	Hedl Pharmacy	3245 Van Buren-st.	O. T. Roake
1401 E. 52nd-st.	T. R. Wolf	329 E. 52nd-st.	Hyman Bros.	2148 N. Robey-st.	J. A. Holmuth	3235 Jackson-blvd.	Mercison Bros.	2758 Van Buren-st.	Geo. F. Brenner
1428 E. 52nd-st.	Miller Pharmacy	3201 Vincennes-st.	McGhee Pharmacy	3155 Jackson-blvd.	F. O. Schmidt	601 N. Kedzie-av.	E. J. Grudaska	2000 Van Buren-st.	F. H. Kellett
1451 E. 52nd-st.	F. W. Norton	5700 Vincennes-av.	E. H. Elliott	3235 Southport-av.	J. Weitzer	3513 N. Kedzie-av.	Bowron Pharmacy	4250 Van Buren-st.	V. Zacker
300 E. 52nd-st.	G. P. Francis	1801 Wabash-av.	J. A. Patterson	3708 Southport-av.	J. Martin Parks	1000 S. Loomis-st.	Joe Reiman	3634 Wrightwood-av.	W. H. Henderson
300 W. 52nd-st.	J. A. Levin	2000 Wallace-st.	John McDonald	2001 Sedgwick-st.	A. G. Vols	1000 S. Loomis-st.	Joe Reiman	224 S. Western-av.	Harvich Pharmacy
4450 Westworth-av.	W. R. Tervehn	4450 Westworth-av.	W. R. Tervehn	821 N. State-st.	L. J. Stege	1001 Lake-st.	Rachter Bros.	409 S. Western-av.	L. P. Henn
4301 Grand-blvd.	Ortenstein & Vasse	5721 Westworth-av.	William Hardman	1765 Sheffield-av.	M. T. O'Dea	1402 Lake-st.	W. N. Key	839 N. Western-av.	A. W. Schroeder
1151 W. Grand-blvd.	D. P. Siebert	5901 Westworth-av.	J. H. Hittcock	2052 Sheffield-av.	R. G. Hagg	1758 Lake-st.	Louis Lange	1401 N. Western-av.	H. Feldman
5025 S. Halsted-st.	E. Behrens	6000 Westworth-av.	B. A. Bels	3057 Seminary-av.	A. O. R. Bergengren	2004 Lake-st.	Blayter Drug Co.	2747 N. Western-av.	W. J. Knick
424 and S. Halsted-sts.	William Kiran	6001 Westworth-av.	Park Pharmacy	3838 Sheridan-av.	Central Drug Co.	3255 Lake-st.	Eak Bros.		
5105 S. Halsted-st.	O. H. Olson			1017 Wilson-av.	H. Hoffmann	2724 Lake-st.	H. Giddings		
6324 S. Halsted-st.	Schlesinger Pharmacy			1229 Wilson-av.	L. Druehl	3001 Lake-st.	James Cunningham		
6445 S. Halsted-st.	George F. Yates			1965 Wilson-av.	L. J. Stege	3155 Lake-st.	A. G. Cantor		
7259 S. Halsted-st.	Otto Snyder			600 Wells-st.	I. Helmer	4001 Lake-st.	E. C. Hatchek		
7559 S. Halsted-st.	Auburn Park Pharmacy			1291 Wells-st.	H. B. Graft	4159 Lake-st.	C. Tonnason		
7559 S. Halsted-st.	Mercer Pharmacy			1700 Wells-st.	O. J. Haas & Co.	Lake and Astoria-av.	M. A. Levering		
2126 Indiana-av.	Soren Mathison			756 Willow-st.	J. Hartmann	1005 Madison-st.	O. Wintermeyer		
2335 Indiana-av.	L. C. Stephens					1537 Madison-st.	Phayre Drug Store		
2545 Indiana-av.	G. W. McDonald					2189 Madison-st.	Blayter Drug Co.		
2450 Indiana-av.	M. A. Shebley					2253 Madison-st.	M. C. Smucker		
2900 Indiana-av.	Whaley Bros.					2455 Madison-st.	J. A. Johnson		
4005 Indiana-av.	Stephens Pharmacy					3361 Madison-st.	Wm. Smale		
4450 Indiana-av.	Frank Drug Co.								

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ESTION.

right).



ated calls of "John! John!
lent little dog.
(faintly) It's really Fritz.

he People.

ames and addresses of the writers.

SETTER FOR ADDISON

STREET STATION

June 10.—[To the Friend of the

There are no benches on the

ound platform of the Addison

station of the Northwestern ele-

rrailroad, while the north bound

has four benches. Please see

an be done toward making a proper

of these benches.

A. BORHELL, 3500 Rokeby street.

tees were removed from south bound

on account of interference thoud

anding large baseball crowds. Ar-

ents have been made to place a settee

near wells on this platform.

NORTHWESTERN ELEVATED R. R. CO.

PIED TO PROVIDE RAIN

PIPES.

June 11.—[To the Friend of the

Can not something be done to

the owner of the building located

North Oakley avenue to install

rain pipes?

T. N.

are that there is sufficient evidence

ance of such a nature as to warrant

ance of a notice by this department

same.

JOHN DILL ROBERTSON,

Commissioner of Health.

LIKELY TO PAVE EDEN

AVENUE THIS YEAR.

June 12.—[To the Friend of

plis].—I would like to know if the

street between Aldine square and

avenue will be paved or repaired

soon.

MIN WATERS, 515 Aldine square.

ve started a proceeding for paving Eden-

from Aldine square to alley first south

square. The material proposed is

It is not likely that the street will

this year, but we will do all we can to

matery.

EDWARD J. GLACKEN, Secretary.

PEOPLE.

VE THE HYPHEN, BUT

CHANGE THE CAPITAL.

June 14.—[Editor of

waukee, Wis.]—Referring to Mr. Leo

article, "Must Adopt Germany's

both monarchies and imperial. It

be denied that such form of gov-

can and will produce good, loyal,

loyal citizens. Neither can it be

that the form of government in

in the United States, which is con-

tionally republican, makes it entirely

able to produce the same relative

of loyalty and efficiency in its

perhaps in no small a measure due

extreme loyalty of its citizens to

government that has made Germany

ing, mighty, and powerful as it is

same amount of energy exploited

to our own government in

ing time by its citizens surely

harm or hurt our standing with

countries.

statesmen who have a fear "of

statesmen" as fast as found-

ow too many hypodermic injec-

the other fellow's tremendous

ity and our own weakness. The

is apt to leave a bad mark. The

that we have as good citizens to

ward and to stand by we elected

position as Unit by a majority of

posed, good citizens.

travest mistake was to do his duty

w. let us at least stand by him

same majority that elected him

thinks he has made a mistake

of his duty.

he have no fear that he can handle

coldest Asia when it awakens as

I think he is now handling the

European situation.

The German proverb says that

ple does not fall far from its

us be german-Americans and

un-American.

LOUIS W. BEURS.

ERVING THE BALANCE.

Dan, Wis., June 13.—[Editor of

une].—In your caption over a

caption in the "Voice of the Peo-

disclaim the charge of be-

pro-German or pro-English.

at your pro-Americanism. May

that in maintaining your pro-

blem and strict editorial impar-

must of necessity appear to

in your sympathies with either

ed belligerents, according to the

of the moment? Neither are

ances beyond rebuke, especially

ir respective activities directly

st be and is allowed because

measured issue at stake.

th calm, dispassionate, and log-

als of such complexities as arise

tees from your chair and char-

your editorials that helps pre-

mental balance of intelligence

whom the principles of justice

are of deeper

RESORTS AND HOTELS
MISCELLANEOUS.



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WARRISON
50 angle: \$2.50 double
100 angle: \$3.00 double
50 angle: \$4.00 double

WARRISON
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100 angle: \$3.00 double

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MONTANA C

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CHICAGO - NEW ORLEANS
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JUNE 25 CHICAGO TO NEW
6 DAYS AT SAN FRANCISCO
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CHICAGO - NEW ORLEANS
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 JOHN C. GOSLER, Manager.

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 a ocean breeze.
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 Safe Sailing,
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 and.
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and excell
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 of a cool, picturesque sea-
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PLAN TO EDGE NEARER PHILIPPINE

Demands Made on Harbor.

BY OSCAR KING
(SPECIAL CORRESPONDENT OF THE PHILIPPINE HERALD)
(Copyright, 1918, By The Philippine Herald)

SECOND ARTICLE OF THE TREATY

PEKING, China, May 15.—The Japanese government, through its advisers, special commissioners and manufacturers, and the erection of buildings, with all the railroads, and all the mines, more so the Japanese now make South Manchuria and Mongolia, wholly Japanese.

Nothing seems to have been left out. Perhaps one thing is left out. There is nothing in the Japanese demands in China these come to be coupled with nothing to abating. The usual ground for the demand, growing out of its German.

But there had been no question of occupancy of guarding eastern Inner Mongolia. They explained it all by the Chinese government acknowledged the special by Japan in South Manchuria. Japan in fact Japan in South Manchuria, of less than ten years ago, created such a position Inner Mongolia, as special in South Manchuria.

Object of Section I.

It will be observed the good bit stronger and more section I. The progression marked through it all by Von III, begins to disclose the Japanese desire.

The Hanyang iron works, owned for Japanese control, for many years. They are in the heart of the center, in the center of the Hanyang.

Their possession is a vital importance to Japan and Japan took the first securing control of this mine a substantial loan on the control was brought in, within a short time and advance of capital. Now under control to supply of its output to Japanese are alleged to be below the surface.

Loan Control.

There is a clause in the which permits the repayment loan a the convention, but the Japanese payment and have the loan. Of course they with arms, if necessary, know how absolutely essential national independence is a store of iron.

So the preamble of section that, as "Japanese financial Hanyang company has been at present," and as "If it is desired that the of the two nations shall Japan submits these First, that the Hanyang shall be made a joint of two nations, the consent of the rights of the dispose them to be disposed that no mines in the Hanyang mines shall persons outside that consent of the out that Japan shall have only of the Hanyang all other mines, of what the whole Tarant and the second demand provided desired to carry out, at which, it is apprehended or indirectly affect the company," the consent must be obtained first.

Clause a Real.

That clause is a real the study of some of the lists who frequent Washington of some of the state, that it is desired "by anybody under the control a Japanese. Desires why, to carry out, at which kind of an undertaking which "it is apprehended the interests of the Hanyang, surely. Affected in any way that causes suspicion, or within the area imagination. What

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JAPAN PLANNING
TO EDGE NEARER
THE PHILIPPINESDemands Made on China In-
clude Control of San-to
Harbor.

BY OSCAR KING DAVIS.

[REUTERS CORRESPONDENT OF THE TRIBUNE.]

[Copyright, 1915, By The Chicago Tribune.]

SECOND ARTICLE OF NEW SERIES.

PEKING, China, May 11.—With military occupation, political control through the

advisers, special facilities for commerce and manufacture, the un-

restricted right of residence and travel, and the erection of all kinds of

buildings, with all the railroads in their hands, and all the mines as well, what

more do the Japanese need or want to make South Manchuria and eastern Inner

Mongolia wholly Japanese?

Nothing seems to have been forgotten or left out. Perhaps one thing was omitted.

There is nothing in section II of the Japanese demands in China to show how these come to be coupled with the section relating to Shantung. There was a natural

ground for the demands about Shantung growing out of its capture from the Germans.

But there had been no trouble in South Manchuria, and there was not even any

question of occupancy or otherwise re- spected eastern Inner Mongolia. That did not stump the Japanese, however.

They explained it all by the preamble of the section, which calmly alleged that "the Chinese government has always

acknowledged the special position enjoyed by Japan in South Manchuria and eastern Inner Mongolia."

As a matter of fact, Japan's special position in South Manchuria is the creation

of less than ten years ago, and it has not yet created such a position in eastern Inner Mongolia; nor has China ever

acknowledged its special position even in South Manchuria.

Object of Section III.

It will be observed that section III is a good bit stronger and more drastic than

section I. The progression is steady and marked throughout the document. Section III begins to disclose the heart of

the Japanese demand.

The HanYang iron works, owned by the HanYang company, have been a magnet

for Japanese eyes and thoughts for many years. They are located at HanYang, in the heart of the Yangtze valley, in the center of the British sphere of influence.

Their possession is a matter of vital importance to Japan. Some years ago

the Japanese took the first step toward securing control of this concern by making a substantial loan on its security, and that control was brought nearer a complete

advance of capital. Now the concept is under contract to supply a large share of its output to Japanese steel plants which are alleged to be below the cost of production.

Loan Contract Clause.

There is a clause in the loan contract which permits the repayment of the Japanese loan at the convenience of the company, but the Japanese resist such

repayment and insist on retaining their hold. Of course, they would resist it with arms, if necessary, because they know how absolutely essential to their national independence is control of such a store of iron.

So the preamble of section III declares that, as "Japanese financiers and the HanYang company have close relations

at present," and as the two governments "desire that the common interests of the two nations shall be advanced,"

Japan submits these two demands: First, that the HanYang company shall be made a joint concern of the two nations, and that China shall not

dispose of the rights and property or cause them to be disposed of, and second, that no mines in the neighborhood of the HanYang mines shall be worked by

persons outside that company or without the consent of the company.

That is, Japan shall have the control not only of the HanYang company but of all other mines of whatever nature, in the whole Yangtze region. Moreover, she demands that China shall not dispose of the rights and property or cause them to be disposed of, and second, that no mines in the neighborhood of the HanYang mines shall be worked by

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persons outside that company or without the consent of the company.

Has Anybody Seen
This Missing Man?

ALEX. W. MILLER.

Alex. W. Miller left his home at 625

Woodlawn avenue on June 3 with a con-

siderable sum of money in his pocket.

He has not been seen since, and his wife has asked the police to help find him.

He is an advertising man and had letters with Rockefeller addresses. The top joint is

missing from his right little finger.

viciously they would be Japanese interests, but just what would constitute Japanese interests to be affected only time and the Japanese could tell.

The clause is pervasive, comprehensive, all-embracing, and complete. When that is agreed to, not a shred remains of any of the five things that are to be per-

manently preserved in and for China by the agreement of all many nations.

Independence, integrity, open door, equal opportunity, and status quo are all shattered to pieces at one blow.

It is iron for war and not for peace that Japan seeks. "She wants an iron

supply that will be steady and constant, not only in the times when any man may come and go, buy or sell, without let or hindrance, but that she can control and

make certain in the days when her armies are in the field and her fleets sweep the seas. And there lies the heart of section 3.

Demand in Section IV.

In section IV, Japan demands, "with the object of effectively preserving the territorial integrity of China," that China shall engage "not to cede or lease to a third power any harbor, bay, or island

along the coast of China."

That is, China is not to alienate any territory except to Japan. Thus the territorial integrity of China is preserved for

all time. Of course, if China were to include such a proposition in a treaty with Japan, that act would constitute Japan the protector of China, and the end of all Chinese independence, integrity, and sovereignty would be in sight. That was the kind of treaty that Japan's ally, Korea, to make as a first step in the process of annexation.

Little Pretense of Concealment.

The steady increase in reach and vigor throughout the four sections effect leads naturally to section V and its seven de-

mands, which cover, with little pretext of concealment, the chief items—except, for iron—of Japan's military ambition.

The first demand is that China shall employ "influential Japanese as advisers

in political, financial, and military affairs." There is no longer any "it" about the matter, as in the South Manchurian demand. China must do it and there's the end of it.

She will resist at her peril, although she well knows that acquiescence means the ultimate surrender of her sovereignty. She is damned if she does and damned if she doesn't, and from that unhappy dilemma the only hope of relief that she has is in the friendly action of other powers which are able to exert the pressure upon Japan which China knows she cannot exert herself.

Right to Own Land.

The second demand in this section is that Japanese shall have the right to own land "in the interior of China" for hospitals, schools, and churches. There is no limit upon it. As much land as the Japanese desire may be owned.

Schools and hospitals of whatever character they please may be erected and maintained. They may be civilian or military. Both kinds are covered by the language of the demand. This Japanese

joker is an insidious and pervasive chap. Demand number three is simply a propo-

sition that Japan shall take over the administration and as much of the personnel as she pleases of the police force of China. It requires that "the police departments of the important places in China shall be jointly administered by Japanese or Chinese," or that the Chinese police departments of these places shall employ numerous Japanese.

Japan is to say what places and how many Japanese are to be employed. Her will is to be the criterion of the problem, of course, but nevertheless it is to be

Japan's will that prevails and never China's.

Another Little Joker.

Then comes, in the fourth demand in this section, another of the little jokers which Japan regards as one of her most

paramount propositions. It is that China shall purchase a fixed proportion of her munitions of war from Japan, or that there shall be established a joint arsenal.

She suggests 50 per cent as the amount of munitions to be purchased from Japan. That is a matter of indifference, however, for, just as soon as it is agreed that

China shall purchase any fixed proportion of her whole supply, Japan of course has the right to know every item of munitions that China acquires, where it was made, when purchased, and for what purpose, and all about it.

And at all times she has the right to examine the Chinese books and accounts to make sure that her rights are not invaded.

There is some meat in that demand. Some question might arise in the mind of the innocent bystander as to just how it will assist Japan in finding relief from the economic and industrial problems that press for settlement at home. But there can be no question as to the effect upon her military ambition as regards China.

Concessions for Railroads.

Come next, in the fifth demand, an exhibition of cool effrontery that must be especially interesting to Great Britain. It calls for concessions for railroads from

Wuchang to Nanchang, from Nanchang to Hangchow, and from Hangchow to Chefoo.

All these are in the Yangtze valley. Concessions have been granted already to British concerns covering the whole proposition. Never mind that, said the Japanese negotiators, give us the concessions and we shall settle with the British.

You see, it is not merely iron-mines and works in the heart of China that Japan needs and demands; in order to satisfy her military ambition, She needs also ports and concessions for the establish-

ment and maintenance of military schools, posts, and garrisons.

And then, to cap all that, she needs strategic railroads to transport her troops quickly about the center of China, wherever the need arises. Japan has learned a lesson in the military value of strategic railroads from Germany's experiences in East Prussia during the last few months of the war.

Long ago in this astounding list of Japanese demands the independence and the integrity of China were abandoned. Long ago the open door and the principle of equal opportunity were forgotten and the status quo became merely a melancholy memory. There is only one thing that shines out of them now, and that is the vaulting ambition of Japan for military and political domination of China.

Hits America's Interests.

It has been shown how the demands regarding South Manchuria and eastern Inner Mongolia affect Russia's position in the north. Consider, for a moment the sixth demand in this section and its bearing upon possible American emergencies in the future.

This demand is that Japan shall be consulted first, if China needs "foreign capital to work mines, build railroads and construct harbor works, including dock-

yards in the province of Manchuria."

Several hundred miles nearer the Philippines than any naval station Japan now has, lies San-to harbor, in the province of Fukien. It is an admirable situation for a naval station, and Japan has had her eye upon it for many years ever since she secured possession of Formosa, in fact.

With such a station her hold on Formosa would be made even more secure, and her advantage, in case the Philippines became a naval objective for her, would be tremendously increased.

The strategists of Japan are practical men, not idle dreamers. They know the game and its rules, and they know how to apply the rules to practical effect upon concrete cases. They proved that in the war with Russia, in the prior war with China, and in the recent episode with Germany at Kiaochow.

Moreover, San-to would be available not only in case of difficulty with the United States involving possible opera-

tions in or against the Philippines. England has great interests along the China coast, as well as a fine establishment at Yancheng. And from which is lodged on the coast farther south.

Not even a Japanese strategist can foresee what emergency may arise with regard to either or both of these situations. And if anything did happen, how comforting to Japanese pride and how helpful to Japanese power would be that naval station at San-to harbor.

Most Cynical Demand.

Then comes the last demand of the section, number 7, perhaps the most cynical of all. It is that "Japanese subjects shall have the right to propagate religious doctrines in China."

The character employed by the Japanese in the text of the document handed to President Yuan, last January is usually translated by Japanese as meaning "Buddhism." The Chinese translates it "religious doctrines."

China taught Buddhism to Japan hundreds of years ago. It is not for me to attempt to say in which nation it has remained the more pure. I know that the Japanese policy has only recently forbidden Japanese newspapers to report the misdeeds of certain eminent Buddhist authorities.

But that is not the point. Japan has proved the efficiency of her wandering Buddhists in spying out the land and collecting information that was found, subsequently, to be of military value.

Show Japan's Object.

There is the whole thing. Through all the long list of demands runs this military and political ambition. And in the last section—that section which was expressed entirely in the formal statement furnished by Japan to the United States and other governments—the demands which, with the single exception of that for the HanYang iron works, constitute the very heart of the Japanese scheme.

Military advisers, arsenals and munitions—these are the things that Japan means to have, along with iron.

No plea of economic necessity can either explain or defend these demands. This is militarism pure and simple. It is the domination of Eastern Asia, and that is Japan's ambition.

The introduction of the automobile only some twenty years ago was the signal for horse breeders and those interested in raising mules to declare that they were going to be driven out of business. Instead of this the average price of horses and mules is higher now than ever before and the demand unsatisfied and as for the automobile, it has become one of man's most practicable and valuable mechanical possessions.

When the typewriter was invented and the effort was made to introduce it in the business world, penmen and those engaged in clerical work opposed it for the first twelve to fifteen years of its existence, declaring that it would put them out of work. Instead it has made room for hundreds of thousands of typists and has more than quadrupled the working efficiency of all lines of business.

The principle on which the profit sharing plan is based is so fundamentally sound and just that it has attained nationwide recognition, and is used by more than 10,000,000 of Americans in their daily life and is extending to millions more year by year.

No narrow-minded, biased and unjust assault upon the rights of the American people to benefit by their thrift will find final sanction from the highest courts of the land.

History will repeat itself and the opposition of the selfish few will prove futile as against the rights of the many.

The basis of the monetary system of this country is not a million, a thousand, a hundred dollars, a dime or a cent, BUT IT IS ONE MILL, ONE-TENTH OF ONE CENT. From this seemingly trifling unit of value our financial transactions are calculated. A mill is the UNIT of value in trading stamps and in profit-sharing coupons. There is nothing trivial in accumulating mills to make pennies, pennies to make dimes, dimes to make dollars and dollars to make fortunes of any size. Just so there is nothing trivial or frivolous in the plan that leads people to be thrifty, in being taught to save profit sharing tokens on their purchases. The stamps and coupons have a value that builds up from mills to cents, to dollars, and are redeemable in valuable gifts. The right to collect these tokens will most certainly be retained by the people.

Trading stamps and coupons act as the National school masters delivering daily millions of lectures on thrift to the men, women and children of the land who gladly heed the suggestion to save the pennies so the dollars may take care of themselves.

If the people are deprived of profit sharing stamps and coupons, what will take their place?

"CUSTOM MAKES THE LAW"

Letter No. 7.

Historic Instances of
Futile Opposition

It is always interesting and generally serviceable to look over the records of the past in order to gauge the immediate present. In applying this rule to the opposition which is being raised to the people sharing in the profits on their transactions, an illuminating record unfolds itself.

The entire progress of the world has been marked by fierce opposition on the part of the so-called conservatives, the "let-well-enough-alone" element and the positively reactionary few. If the counsels of these hang-backs had been followed the world would still be in an undeveloped state.

A moment's reflection suggests instances where the things which we use in every day life were vehemently attacked and impeded in the past. As an example may be cited the hostility of stage-coach drivers to the introduction of the locomotive. The fallacy of their opposition needs no comment.

The Federal postal system was long and vigorously opposed by those who operated the "pony express" and who benefited by having the contracts for privately distributing mail. Today the Post Office Department, in all its branches, is in closer touch with the people and does more to benefit the entire country than any other department. Its utility is universal and its functions indispensable. YET ITS TRANSACTIONS ARE MEASURED IN PENNIES.

The history of the sewing machine is another instance where rabid opposition was made by needle women and tailors who assumed that the machine would deprive them of their means of living. Instead the sewing machine has made life easier for hundreds of millions of women and furnishes the means of livelihood for millions of men tailors.

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Present Day Antagonism
to Progress

And now, because of the transcending business power and efficiency of the profit sharing system in trade as a means of desirable publicity, it is being opposed by the few who have a selfish interest at stake in retaining all of the profits on all transactions. The result will be as futile as in all of the historic cases mentioned above for the reason that an economic law is embodied in the idea, viz: that of giving a proper share of profit to purchasers.

The principle on which the profit sharing plan is based is so fundamentally sound and just that it has attained nationwide recognition, and is used by more than 10,000,000 of Americans in their daily life and is extending to millions more year by year.

No narrow-minded, biased and unjust assault upon the rights of the American people to benefit by their thrift will find final sanction from the highest courts of the land.

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If the people are deprived of profit sharing stamps and coupons, what will take their place?

THE SPERRY & HUTCHINSON COMPANY
THE HAMILTON CORPORATION
GEORGE B. CALDWELL, President

IF THE PEOPLE ARE DEPRIVED OF PROFIT SHARING STAMPS AND COUPONS, WHAT WILL TAKE THEIR PLACE?

RESORTS AND HOTELS
MISCELLANEOUS.

Y TOURS

21st Anniversary
California Tour

Leave Chicago July 3

Tickets include Round Trip transpor-

tation, Standard Sleepers, Transfers,

Admission to Two Expositions and 10

Attractions. Four selected Side Trips,

including Mt. Tamalpais and all meals

except Lunches and Dinners at San Francisco.

1 day at Grand Canyon.

1 day at San Diego.

1 day at Los Angeles.

1 day at Del Monte, Santa Cruz and

Big Trees.

4 days at San Francisco,

including Hotels.

\$149.50

via SANTA FE

Agents and Reservations Apply to

Y TOURS

Suite 1103, Lytton Bldg., Chicago

INTERNATIONAL
PEACE.

SPECIAL

BOTH EXPOSITIONS

LEAVE CHICAGO JUNE 20TH

Other Tours July 1st and return via

SANTA FE. 15 DAYS IN CHICAGO.

15 DAYS AT SAN FRANCISCO.

Stopovers at Portland, Ore., 10 Day

Limit on Tickets. Stopover and Return

on Later Train.

No Extra Charge. Make Reservations Now.

\$148 PAYS ALL

(Meals Excepted)

The World's Fair Company of Illinois

1 N. La Salle St. Franklin 4021.

Lauder's River Trips

Personally Conducted on the Mississippi,

Ohio and Tennessee Rivers.

From Chicago to National Park, British Pa-

ke, New River, and return via

SANTA FE. June 20th; also September trip.

Lodge, meals and drinks included.

Willam Lauders, 3103 Maryland Ave., Midway 365

RIVER CRUISE

CHICAGO-NEW ORLEANS AND \$75

Chicago-Salt Lake City, 7

WHALES WATCH BUFFALO STORM MAY PLAY TODAY

Claude Hendrix Slated to Oppose Ford in Opener of Five Game Series.

By SAM WELLES.
Buffalo, N. Y., June 15.—(Special.)—Claude Hendrix, who has been slotted to oppose Ford in the opening game of a five game series, all of which must be played in three days, at all, as the whales leave Friday night for Baltimore, where they are scheduled to open on Saturday.

Promises of clear weather were made for tomorrow, when the two teams will play the first game, all of which must be played in three days, at all, as the whales leave Friday night for Baltimore, where they are scheduled to open on Saturday.

Postponements Hurt Whales.
Manager Tinker was none too well pleased with the postponement, as the whales had so much rest just prior to the Kansas City series he feared some of them, especially the pitchers, might train off and not be keyed up to their highest pitch. This was especially true of Claude Hendrix, who was allowed to visit his home in Stillwell, Kas., for several days following the last game in Chicago on June 6.

Hendrix on Slab Today.
Claude Hendrix will open the series tomorrow and will have Russell Ford as his opponent, according to Manager Lord, who recently succeeded Larry Schray as the boss of the Buffaloes. Ford seems to have been a hard nut to crack, having won a hard trial all spring and will be of great benefit to the tail end team from now on.

Manager Tinker, his wife and son Ronald, Ad Brennan and wife, Art Wilson and wife, Jimmie Smith, and Max Flack were the only ones who took advantage of the off afternoon and went to Niagara Falls. None of the women had been there before and never believed such a wonderful thing existed.

SAM WELLES' SKETCHES.
Buffalo, N. Y., June 15.—(Special.)—Claude Hendrix is a sure bet, the result of being slotted in the last game at Kansas City. Ad Brennan will work in one of the games tomorrow, as he is expected to be as good as over and is playing for his health.

Manager Tinker says he may drop of another player or two on this eastern trip. The sale of Wickard recently to the Pittsburgh Pirates was a surprise to many.

Postponing was the matter with the Buffalo team, as the weather was so bad that the game was postponed. The team was slotted to leave for Baltimore on Saturday, but the weather was so bad that the game was postponed.

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MOTOR DERBY DELAYED WEEK STRIKE CAUSE

Conditions Due to Traction Trouble Bring About Action.

By REED L. PARKER.
Chicago's first annual automobile derby has been postponed from June 19 to Saturday, June 20.

This announcement was made by Referee Harry Vissering in behalf of the Chicago Automobile club, promoter of the event, at a late hour last night. Conditions arising from the street car strike are given as the cause for the action by the club.

Statement by Vissering.
Here is Referee Vissering's announcement, issued at 10 o'clock last night: Chicago is in the throes of a strike of the employees of the surface and elevated traction lines.

Referee Vissering reached his decision after a conference of C. A. C. officials held at the Speedway Park association, and representatives of the American Automobile association at the Automobile club. Brief as Mr. Vissering's announcement is, it contains a fair epitome of conditions.

More than 60,000 tickets have been sold for the race. Only two traction lines, the Illinois Central and the Aurora, Elgin and Chicago, will be available. It practically would be impossible for ticket holders to reach the downtown terminal at this time. Conditions will reach normal through the improvement of the important bus lines in another week, according to Mr. Vissering.

Refuse to Take Chances.
"We feel that conditions may be adjusted by Saturday," said Mr. Vissering shortly after reaching his decision to postpone the meet. "but we are taking no chances of disappointing a single ticket holder. An early decision enables us to get away from the local patrons but those who contemplate motoring here from surrounding states."

Rests Sets World Record.
The Chicago race track, owned by Harry Stutz, set a world record yesterday when a Peugeot drove a lap in 1:00.40, an average of 110.1 miles an hour. This is a new world record.

Stutz Average High.
Although Stutz succeeded in breaking the record of 109.9 miles an hour set by Cooper in his Stutz the first day the Californian was on the track, the Stutz average, as a whole, performed creditably, qualifying three cars at the better than 104 miles an hour. The three creations of Harry Stutz are so nearly alike, less than a second separated the times of the first and third fastest.

Forter Knights Surprise.
Another surprise was the shining of the F. R. P. Forter Knights. Scarcely ripe for the grind, they arrived from Indianapolis yesterday. They were rushed to the tracks by trucks and fifteen minutes following their first appearance on the speedway, three cars at the better than 104 miles an hour. They were handled by Keene and Devers.

Bests First in Trials.
Rughe's car is not ready, having been thrown together for shipment. The Englishman claims his is the fastest of the three and expects 100 miles an hour or better out of it this afternoon. Keene's car was badly damaged in practice after the trials, a connecting rod breaking and bending the motor so badly that it is not thought probable the car will be ready for the race. The accident was similar to that which prevented Ralph De Palma's appearing here.

Motor Pilot Who Averaged 110.1 Miles Per Hour.



DARIO RESTA
Check for \$54,000 prize money to be paid winning drivers.

Speed Comparisons with Indianapolis.

Car.	Driver.	Time.	Miles.	Per Hour.
Peugeot	Resta	1:00.40	110.1	95.5
Stutz	E. Cooper	1:00.4	109.9	96.7
Stutz	Wilcox	1:00.7	109.75	96.9
Stutz	Anderson	1:00.8	109.6	96.5
Peugeot	Burman	1:11.3	101.1	96.4
F. R. P.	Keene	1:14.3	98.9	96.1
Maxwell	Carlson	1:14.3	98.6	94.1
Maxwell	Rickenbacker	1:14.6	98.55	93.0
Duesenberg	Alley	1:15.9	96.3	90.0
Duesenberg	O'Donnell	1:17.6	92.75	89.0
Duesenberg	Haupt	1:17.7	92.65	89.0
Stutz	Limberg	1:19.3	90.8	88.0
F. R. P.	Devere	1:21.3	88.55	85.0
Maxwell	Orr	1:22.4	87.4	83.5

Two miles. The Sunbeam, which now is in possession of the Packard Motor car company of Detroit, carries a much larger motor than that which the Peugeot used.

Bragg Holds Record.
Caleb Bragg holds the American record, which he made at Los Angeles on April 13, 1910. Bragg's average was 95.5 miles an hour. Of course faster average than this has been made at Indianapolis, but the official time for two miles has been taken. In case no other driver better Bragg's time he will act as pacemaker at the start of the race, the leading honor being accorded to the driver making the fastest lap in practice. As no other machine, with the possible exception of Cooper's Stutz, has shown ability to equal that mark, it is presumed that Resta will lead off the race.

Bugatti Out of Race.
It was learned yesterday that Barney Oldfield's Bugatti, owned by Charles Fuller, had been shipped to New York with its engine so badly damaged that it will be impossible to get it ready for this race. Oldfield is now without a mount, and efforts are being made to get him on a Maxwell.

Trials Today and Tomorrow.
The elimination trials will continue today and tomorrow. Hundreds of men employed by the Speedway Park association are grading and repairing the highways leading from the pavement to the speedway. Crushed stone is making them easily negotiable for automobiles.

Continued Ball Pool Cases.
On the ground that Samuel C. Horren, ago on charges of operating a lottery in the form of a baseball pool, was engaged in the trial of another case, and after City Prosecutor Harry E. Miller had secured him for the meet, the court ordered from the office of First Deputy Chief of Police Schuetler had stated positively that no baseball pools were being operated in Chicago. Judge John J. Rooney granted a continuance of the four pending cases and set them for hearing for June 20.

THOMSON TIES WITH OULMET IN GOLF TOURNEY

Philadelphia Professional and Amateur Champion Lead In Play at Baltusrol.

By HARRY C. SMITH.
Short Hills, N. J., June 15.—(Special.)—Finishing his final hole just as a violent storm broke over the Baltusrol course this afternoon, James R. Thomson of Philadelphia managed to tie Francis Oulmet, the amateur champion, for the low score honors of the first eliminating round of the national open golf championship.

George Simpson of the Oak Park Country club of Chicago was the best of the Chicago contingent, but will never receive a medal for that distinction, as the rest of the Windy City players were placed in the second squad, which will play tomorrow. His card was 82-74-130.

Loses Stroke on Eighteenth.
Thomson should have had a 74 in the afternoon, but on the eighteenth, amid crashing thunder, his ball bounced into the cup and out. Oulmet was wild as a hawk in the morning, being so delayed on a ferry boat that a special dispensation was necessary for him to start. Worried over the delay, Oulmet was in high gear half the time, but his recoveries, A. J. Chandler and his putting saved him half the time. His stroke went up slightly this evening, for his 75 is only two strokes above the record. R. G. MacDonald, Buffalo; George Sargent, Washington; and George McKim, New York, also did 75 today. Thomson years ago was dangerous, but of late has been off form.

A surprise was the 74 come in the morning by Frank Adams of French Lick Springs, Ind., who began as a caddy at the Chicago club. This afternoon he needed 87. Had he been one stroke more he would have failed to qualify, for 101 was the mark.

MacDonald Has Card of 73.
R. G. MacDonald, the erratic Buffalonian, whose spectacular round at Brookline two years ago, is still a memorable one, was jointly low at 73, with Geo. Sargent in the morning, but needed 80 after lunch. It was a coincidence that Sargent also jumped seven strokes in the afternoon.

Score by Old Plan.
The teams play against part of their respective courses and this year return to the regular par figures, which are the same as those of the United States Golf association. Last year the teams played against a par evolved by test matches between the regular and the amateur.

Women Play at Midlothian.
Two clubs, Maywood and Glen Oak, were represented for the first time in a "Women's Western G. A. tournament" yesterday, and each of them scored wins. Mrs. Melvin Jones of the former club, taking part in her first open tournament, won low gross in the handicap at Midlothian with a card of 102, while Miss Marie Powers of Glen Oak took the low net prize with 115-21-84. Mrs. Jones played a remarkably fine game and had second low net of 84.

Failed to Qualify.
Robert M. Thomson, Glen Ridge, who has been a caddy for the past few years, failed to qualify. He was out of the tournament after the first round. He was out of the tournament after the first round. He was out of the tournament after the first round.

Sportsmen Club Makes Plans for Lake Swims.
The Sportsmen's Club of America has completed arrangements to install in swimming pools along the lake shore, where the members of the club and their friends can have the benefit of an instructor in both swimming and diving.

O'Brien Heads Shooters; Chicagoans Up in Front.
St. Louis, Mo., June 15.—Arthur Killam of St. Louis and Ed O'Brien of Florence, S. C., both professionals, tied for honors in the western handicap shoot today with a score of 149 each out of a possible 150. The shoot is being given under the auspices of the Missouri Athletic association.

Net Champion of Midway Courts.



MISS DOROTHY LLEWELLYN, a senior who graduated at the University of Chicago yesterday, won the co-ed championship of the campus in tennis. She defeated Miss Cornelia Beall in two sets in the final, 6-2, 6-0, and 6-4. During her four years at Chicago Miss Llewellyn has been the most ardent follower of athletics among the women. She was a member of the women's varsity hockey, basketball, and baseball teams each year, entered the women's championship swimming meets, and for two years carried off the honors in tennis. She is a sister of "Hank" Llewellyn, former Hyde Park athlete, back field football star at Dartmouth college.

Chance for Tennis Men.
"The situation would be the same as with the baseball team. Graduate baseball men have played on teams which were called University of Chicago teams. There could be various teams. Men in tennis and other sports could compete as University of Chicago alumni teams or University of Chicago combination teams."

MORRIS TROPHY
CONTEST TODAY
DRAWS 61 CLUBS
Previous Winners.

1909—Denver Country club, 16 down.
1910—Oakmont Country club, Pa., 41 down.
1911—Cleveland Country club, 18 down.
1912—Los Angeles Country club, 40 down.
1913—Los Angeles Country club, 38 down.
1914—Cleveland Country club, 47 up.

By J. G. DAVIS.
The seventh annual competition for the Tom Morris memorial trophy will be held today, sixty-one clubs of the Western Golf association having entered teams. The trophy was presented by Peter Dunlop of Glasgow, Scotland, as a memorial to the "grand old man of golf" who for many years presided over the historic St. Andrews course.

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MARON 'GRADS' MAY SEND TEAM TO COAST GAMES

Plan, Which Staggs Favors, to Be Brought Up at Meeting.

BY MAROON.
The University of Chicago athletic board will be asked to pass on the sending of a team of alumni track stars—graduates who received degrees yesterday—and record-breaking athletes still in the university to compete in track and field games at the Panama-Pacific fair games Aug. 6 and 7. The proposition will be introduced at the next meeting of the board, which is the sporting court of last resort at the Midway.

In the opinion of Director Staggs the formation of a University of Chicago alumni athletic club under whose colors Chicago athletes may continue to compete, for the Maroon is likely to result from the trip, if authorized. The plan was hatched at the annual banquet of the "Order of the C." composed of Chicago's emblem winners.

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The Sportsmen's Club of America has completed arrangements to install in swimming pools along the lake shore, where the members of the club and their friends can have the benefit of an instructor in both swimming and diving.

TWO MINUTE K. O. SCORED BY WHITE IN GOTHAM RING

Chicago Boy Quickly Stops Young Brown; Joe Rivers Bests Harvey.

New York, June 15.—(Special.)—The decision of "The Tribune" fight reporter is: White wins by a knockout, three rounds from Harvey. (Signed.) THOMAS S. ANDREWS.

BY THOMAS S. ANDREWS.
New York, June 15.—(Special.)—Chas. White of Chicago earned the right to fight to demand another match of Freddie Welsh for the title of lightweight champion when he knocked out Young Brown together for the win. Joe Rivers held up the show for nearly forty minutes in order to count his money—\$1,000 in small bills—four times before he would start. The new club made good, however, and paid all the fighters.

White Fights with Broken Finger.
White scaled 135 pounds and Brown 138 1/2. A bone in a finger of White's right hand was broken, but he fought just the same. He was in the best of condition and as cool as a cucumber when he shaped up for the opening round.

Terrific Left Ends Bout.
As they came together again Charley got so and Brown went to the mat, the two men fought a pretty hot battle to the point of the jaw. He took the count right and on arising tried to protect his jaw. White led with his left and feinted once, then put over another hook to the jaw and Brown looked back, missed two more, and then shot his left to the jaw. It was a terrific wallop and Brown went into dreamland. It was at least a minute before the local lad regained his senses.

Rivers Beats Harvey.
Joe Rivers defeated Johnny Harvey of this city in eight of ten rounds and earned the decision. It was a hard battle all the way with Rivers doing the heavy bombing to the head and Harvey making a great rally in the tenth and just before the bell rang put over a right to the jaw that dazed the Mexican. But it came too late to be of any help.

BADGER BOXERS SUSPENDED.
Milwaukee, Wis., June 15.—(Special.)—Red Halligan, Milwaukee boxer, and Ned Carpenter, Burlington heavyweight, have been indefinitely suspended by the state athletic commission. Halligan was charged with breaking contracts to appear before the Wisconsin A. C. of Platteville and the Athletic Club of Oshkosh.

JACK MUNROE HURT IN WAR.
Ottawa, Ont., June 15.—Jack Munroe, the former pugilist, who knocked down Jim Jeffries twelve years ago, is included in a casualty list issued today. Munroe, who was a private in the Princess Patricia light infantry, was severely wounded.

Bark Beats Mike Hirsch.
St. Louis, Mo., June 15.—(Special.)—Tommy Bark of St. Louis was given the decision over Mike Hirsch of Chicago in an eight round bout tonight. They are 150 pounders.

Wolcott Calls Off Bout.
Boston, Mass., June 15.—Lightweight Al Wolcott today called his match with Gillette off for tonight. He pleaded illness.

"CHALMERS Lets the Body Breathe"

How Could You Want Cooler Underwear?

Chalmers "Porosknit" is so open in weave that you can see through it. That means coolness! The Union Suits have no cumbersome flaps. Their Closed Croch can't bind. There is no "short-waisted" feeling. Full elasticity in the seat makes the garment give freely with every little movement. Buy some Union Suits now.

CHALMERS
TRADE MARK
"Porosknit"
GUARANTEED

This Label on Every Garment

For Men	Any Style	For Boys
50c	Shirts and Drawers per garment	25c
For Men	Any Style	For Boys
1.00	UNION SUITS	50c

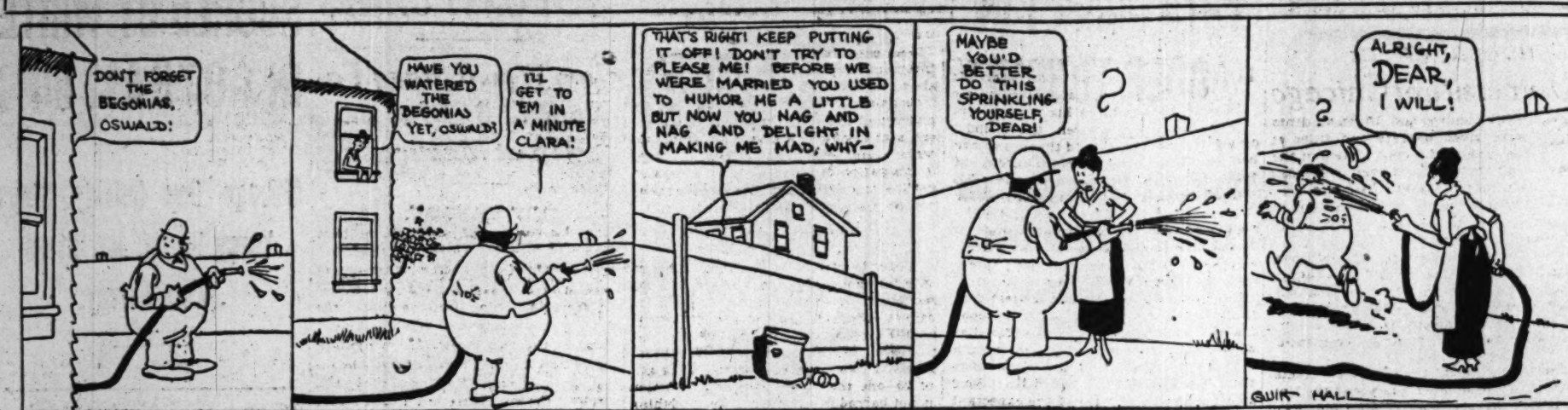
Ask Your Dealer

CHALMERS KNITTING CO.
AMSTERDAM, N. Y.

"CHALMERS Lets the Body Breathe"

Drink
Coca-Cola

BEFORE AND AFTER TAKING.

FLICKERINGS from FILM LAND
Kitty KellyTHE ARAB—Lasky.
At Orchestra Hall.

Jamil... Edward Selwyn... Abdulah... Milton Brown... Mesur... Billy Elmer... Dr. Hilbert... Theodore Roberts... Mary... Gertrude Robinson... Ibrahim... Park Jones... Kymell... Pauline... Mysterious Messenger... Raymond Hutton... Director... Cecil De Mille

THE spirit of the desert is with us, here even in asphalted, strike-bound Chicago, comes by the magic of the celluloid. For, in spite of its proxy presence, it is convincingly the sun washed, heat radiating spot of magnificent distances of story and geography.

"Why," exclaimed a school teacher who is busy inclining the young idea toward comprehensions geographic and otherwise, "it's hard to believe those scenes were actually taken in this country. It makes one realize what a big and different and wonderful country we have."

It does that, and likewise it makes one astir with thrills at the sheer beauty of the weather carved dunes, the fleecy clouds of dust kicked up by dashing Arab-Lasky steeds, the tent clad, palm marked oasis, the altogether complete and unusual look-in at a strange country and strange customs afforded by this film. Much of its mystic charm depends on its desert phase, which is, of a truth, spectacular, but appealingly so because it reflects romance realistically.

The standard of color set by the magnificent desert scenes is maintained, however, in splendidly lit scenes and Bedouin interiors that bespeak more romance of conception and richness and detail of execution.

There are, too, the actors in the all roundness of the film's attractiveness. Among them it is hard to choose for special singling out, for each in the careful cast plays his big part with sincerity and distinction. Edward Selwyn delights with his deft impersonations of the simple, earnest minded, aristocratic young Bedouin who loves his horse and learns to love the lady. He achieves a distinct impression of personality as though he had words to do it with—and the folks in the rear row of the gallery get him.

Gertrude Robinson, the lady, as Mary, the American mission teacher, is a winsome little person who plays sweetly and rises surprisingly to the tense moments of dramatic demand. She is as attractive in her moments of emotional effervescence—which is more than may be said for many screen queens from whose high power emotes one mostly likes to shield the eyes—as in her scenes of girlish picturesqueness.

The picture abounds in light, imaginative color, and swift action, all synchronized into a consistently upward mounting thrill. At the Strand performance said thrill is intensified by the weirdly

Doris Blake Says

"Romance is more interesting than history—that's why our favorite novels end at the altar."

Seeing Nellie Home.

"Dear Miss Blake: Miss A. lives in the third apartment. In the evening, when it is too late to come in, should her escort leave her in the lower hall, or escort her to the third floor? She has a key, so need not ring the bell. Should she unlock the door?"

In an apartment building where the outer door is open the time often allows the possibility that some objectionable person may be found loitering in the hall, so that it is always safer for the young man to go to the door of the apartment with the girl and insure that she reaches home safely. The girl should open the door.

Sends Back the Jewels.

"Dear Miss Blake: I am a young girl of 17, and have been keeping company with a young man of 26 for about one year. Recently we had a quarrel and I returned some jewelry he had given me. He has not been out to see me since. Occasionally I see him at dances, but he never speaks to me. Do you think it was right of me to return the gifts? Do you think the difference in our ages was too great? I know he still loves me. Would it be right of me to invite him out again?"

"A Reader,"
You did perfectly right in returning the gifts to him. The difference in your ages was too great. I shouldn't try to regain his affections if I were you. He will return to you if he cares anything.

A novel great with universal human nature.

"To read it is to add to your experience of life and your understanding of human beings, including yourself."—N.Y. Times

THE RAT-PAT

Patricia M. Kelly
All Bookstores
\$1.25
McGraw-Hill Book Company—New York

Fashions from London

The Arab—Lasky.
At Orchestra Hall.

Jamil... Edward Selwyn... Abdulah... Milton Brown... Mesur... Billy Elmer... Dr. Hilbert... Theodore Roberts... Mary... Gertrude Robinson... Ibrahim... Park Jones... Kymell... Pauline... Mysterious Messenger... Raymond Hutton... Director... Cecil De Mille

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The Gardener at Work

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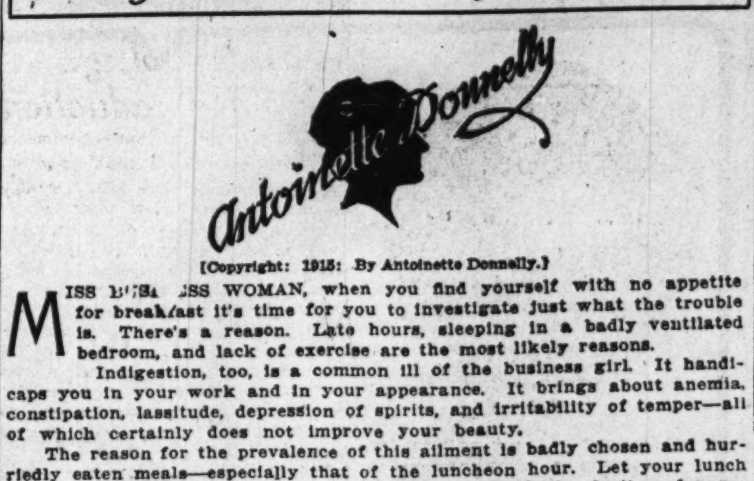
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McGraw-Hill Book Company—New York

Beauty Culture Business of Business Girl



MISS DONNELLY'S WOMAN, when you find yourself with no appetite for breakfast it's time for you to investigate just what the trouble is. There's a reason. Late hours, sleeping in a badly ventilated bedroom, and lack of exercise are the most likely reasons.

Indigestion, too, is a common ill of the business girl. It handicaps you in your work and in your appearance. It brings about anemia, constipation, lassitude, depression of spirits, and irritability of temper—all of which certainly does not improve your beauty.

The reason for the prevalence of this ailment is badly chosen and hurriedly eaten meals—especially that of the luncheon hour. Let your lunch include such nourishment as eggs, milk, bread and butter, fruit, and vegetables. Take time to chew your food and let the shopping go. You'll be both money and good looks ahead of the game.

I strongly advocate a day in bed now and then—at least once a month. Give a Sunday over to this resting. It will profit you more in looks and conserved vitality and consequently business success than a day given over to merry making.

Antoinette Donnelly's Answers.
HELENA: You are not taking too many questions, my dear. I know full well how important they are to you and they are just as important to me, as I make all my correspondents' problems my individual problems and give them most serious thought. You did not tell me how old you are, consequently I cannot tell you whether you weigh too much or not. If you are between the ages of 20 and 34, 135 pounds is not too much for a woman of your height to weigh.

MRS. W. L. R.: Your daughter is not too old to wear her hair down her back. The prevailing fashion decrees that young girls even to the age of 17 shall wear their hair down their backs in either curls or braids. The hair would not be so "straggly" around your daughter's face if she would moisten it with a curling fluid at night before putting it up in kid curlers or papers. This would keep it wavy for a couple of days at a time. I shall be glad to send you formula for curling fluid if you will send me a stamped, addressed envelope.

P. R. T.: A gentle massage will do much for you. It will stimulate the circulation and promote a flow of blood to the roots of the hair and gives them nourishment. I shall be glad to send you instructions for scalp massage and a formula for a good hair tonic if you will send me a stamped, addressed envelope.

LAURA: The squinting exercise is the best all round exercise for keeping the body in good general condition, as it brings into play every muscle of the body. Try it. Stand erect with your arms at the side of your body. Then swing your

arms laterally and above your head, at the same time inhaling deeply through the nostrils, and sink the body to the floor in a squatting posture, bending the knees sharply until the thighs and legs are doubled upon each other and the weight of the entire body is supported by the toes. Then assume standing position again and swing the arms to the side of the body and exhale with force. The trunk must be held perfectly erect throughout the movement. Practice the movements five times each morning and evening, in fresh air if possible. Gradually increase to twenty times morning and night. It may seem hard at first, but do not give up.

MISS ALICE P.: As long as your skin is so sensitive you might try cleaning your face with cream and quit the use of soap. A greasy or nongreasy cream can be chosen according to whether the skin is naturally dry or too moist, and after being rubbed into the skin the cream should be wiped off with a soft cloth or absorbent cotton. All grease and dirt will then be removed with it and the skin will remain soft and smooth no matter what the weather. If you fear a growth of hair will be caused by using the cream you can bathe your face with warm milk and water, using a paste of oatmeal mixed with milk instead of soap.

EDWINA: Cobaea scandens is a rapid climber. Plant seed with the edge down. The vine flowers very young.

Housewife: A double pink oleander of variety or the new Splendens Variata with glossy green leaves with a broad margin of white can be bought for 25 cents a plant. A cutting of oleander rooted in water and potted blossomed fifteen months later. Well treated oleanders flower profusely.

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Society

Onwentsia Ho...
Golf Lun...
The weekly golf luncheon...
en, followed at 3 o'clock...
ball play hand-cap...
match play hand-cap...
were made at the tee.

Mrs. Wallace De Wolf...
of the luncheon and among...
there were Miss Margaret...
Genevieve King, Miss Betty...
Florence Folds, Miss Eliza...
Mrs. Walter R. Kirk, Mrs...
man, Mrs. James C. Holden...
Ryerson, Mrs. Joseph M. C...
J. Morse Elms, Mrs. Bertr...
Charles Adair, Miss Elizabeth...
Charles G. King, and Mrs...
Hugh.

Mrs. Potter Palmer Jr. and...
1000 Lake Shore drive left...
afternoon for Blidford Pool...
they will spend the summer...
The wedding of Miss R...
daughter of Mr. and Mrs. Rob...
ory of Leighton, Highlan...
Arthur Swetser of New York...
place Saturday afternoon at...
The ceremony will be witne...
the family and a few intim...
Miss Gregory, her sister, a...
Charles H. Young, Jr., of...
la, Wilfred Shirley of Boston...
man Bowles of Springfield, J...
William G. Hibbard Jr. will...
man.

If the weather permits the...
be held on the lawn and the...
tion which follows will be held...
den.

On the evening of June 23...
cous garden of Mrs. T. E. Y...
Yucca avenue two attra...
fantasies are to be given for...
of the Bethlehem Day nurse...
W. A. Young, who has no o...
tains a group of her univer...
by the presentation of class...
he: own garden, has the affa...
The patronesses are Mrs. W...
Harper, Mrs. Charles H. C...
John C. W. Young, Jr., of...
John O'Connor, Mrs. Henry...
Mrs. H. Victor Keane, Mrs...
Shedd, Mrs. Richard Nash, M...
Schreiber, Eaton, Miss Helen...
Mrs. J. W. Young, Jr., of...
Ma O'Connell, and Mrs. Rob...
Stuart.

The performance will be p...
the following evening if it...
proves unfavorable.

Among the donors will be...
Dorothy Barker, James H...
Frank Parker, Ruth Lovett...
Pierce.

The fantasies to be given w...
Orchestra, and a symphony...
Russian story. Members of...
the Symphony orchestra will...
ful music.

Mr. and Mrs. David Bruce E...
Agnew, formerly of Chicago...
engagement of their daughter...
Alice McLean, to James A...
son of Mr. and Mrs. William W...
Glen Ellyn. The wedding will...
in the fall.

Mr. and Mrs. Henry P. Downe...
mond, Ind., formerly of Chi...
couage the marriage of their...
Mary Cecilia, to Dr. Leo A...
of Dubuque, Ia., on June 12...
A was best man and Miss Gertr...
was maid of honor. Dr. and M...
will be at home after Sep...
ber 1st.

The Rev. and Mrs. John Arth...
hurst have issued invitations...
ding of their daughter, Muriel...
Rector Trewin of Cedar Riv...
which will take place on Jun...
Mark's church, Glen Ellyn, at...
The bride's father will read...
ice, having officiated as rec...
St. Mark's church of Glen El...
church of Our Savior at Elm...
couple will live in Cedar Riv...
ing.

Mr. and Mrs. Harry Pratt...
1146 East Fifty-ninth street...
luncheon yesterday for Dr...
Marbury following the ded...
erliest of the new chancel...
were about 100 guests, incl...
trustees of the university, m...
the chemical department, and...
visitors of note.

There will be a meeting of...
league at 10 o'clock this m...
east room of the Hotel La Sa...
At the Chicago Yacht club...
a special social and dance...
were served to some hundre...
between the dances there w...
tures of many of the vessel...
feet.

Mrs. Heylinger A. de Windt...
Misses Carol and Alice de W...
netka have gone east to spend...
Mrs. de Windt's parents, Mr...
John H. Arnold, in their su...
at Nonquitt, Mass.

Children's Day Body...
Officers for 1915-16 were ch...
program and social and Ma...
annual meeting of the Child...
society at the Hotel La Salle...
The officers chosen were:

President—Mrs. L. L. Funk...
First vice president—Mrs. Har...
Second vice president—Mrs. Har...
Treasurer—Mrs. J. B. Beach...
Recording secretary—Mrs. H...
Corresponding secretary—Miss...
"Children's Day" was toast...
op Samuel Fallows and the...
central council of social ag...
sponsored by Dr. Wilfred S. R...
Other speakers were—Miss...
O'Callaghan, who spoke of...
Patriot," and Miss Amelia...
spoke of the dependent child...
county.

Graduation...
Baskets and...
Bou...
\$1.00 and up—Spe...
Delivery by Autom...
A. Lange, F...
25 E. Madison S...
5 Phones: Cent. 3775-6-7-8 A...

MAJESTIC THEATRE
SECOND WEEK OF
"WAR BRIDES" by Marion Craig Westcott
MRS. KEELER CO.
BANKERS & BROKERS
JOHN A. MAY HURK-EDNA CLARIN
FREE LUNCHEON MONDAY
THIS WEEK—MANUEL CARPIO, Solist.
Prices 15-25-30-50c. Mat. 15-25-30c.
Sat. and Sun. Tel. Cent. 6486

STRAND THEATRE CO. HALL
Daily, Continues. Noon to 11:00 Night
"Paramount" Edgar Selwyn "The...
2nd Theatre—25 Arthur Lumbard
ENTIRE PROGRAM CHANGED MONDAY
THIS WEEK—MANUEL CARPIO, Solist.
MATS. 10-15-25c. EVES. 15-25-30c.

JONES, LINICK & SCHAEFER
MEVICKER'S 1110 N. Y. 10c. 25c.
18 HZ. (A New Skit with New Laun...
CHARLIE CHAPLIN? Biggest, Continued
9-BIG STAR ACTS-8

OLYMPIC LAST 2 WEEKS
MATIC
TODAY
ALONG RUTH
CAME

PRINCESS OPERETTA
\$1-MATINEE TOMORROW-4
The Lady in Red

GEO. COHAN'S GRAND \$1.00 MAT.
Another Hit at the House of Hits
MISS ANGLIN
IN BEVERLY'S BALANCE
Sole Selling for INDEPENDENCE MAT.
MATINEE, JULY 3d.

GARRICK \$1 MATINEE \$1
Ev's & Sat. Mat. 50c to \$1.00. Pop. \$1 Mat. 50c
JOSEPH SANTLEY
IN THE ROLLING MOUNTAINS
ALL OVER TOWN
of 75-Santley Chorus Beauties. Full of Pe...

PALACE \$1 MATINEE \$1
Cyclonic Winter Garden Success
MAID IN AMERICA
N. Y. WINTER GARDEN CO. OF 125

Big League Baseball TODAY AT THREE
"CUBS" vs. "RED SOX"
Both Eligible for
BOSTON
SEATS AT SPALDING'S
THE WORLD'S CHAMPIONS appear at 12...
"CUBS" vs. "RED SOX". They will not...
form here again until August.

CORT | Mat. Today, 50c to \$1
PEG O' MY HEART
With PEGGY O'NEIL and Orig. N.Y. Cast

POMPEI OLIVER
ALWAYS FRES...
PURE-SWEET-WHOLE

Only 5 Days More

The Selig Contest closes
next Monday.

If your letter does not
reach The Tribune office by next Monday
your chance to visit the two great California Fairs and tour
all over the West for seventeen solid days, with all expenses
paid, will be GONE.

Three people from Chi-
cago and its suburbs ARE GOING. Three
people who write interesting letters about Motion Picture
Plays advertised in The Tribune's Movie Directory are going to take
this wonderful trip FREE. If three people are going to take this
wonderful trip, why not YOU? If three people are going to have
all the delights of the greatest summer vacation ever planned, why
not YOU?

Get a blank from your theater
and get your letter in. YOUR letter may be the
most interesting of all! If your theater hasn't a blank get
one from The Tribune business office or from the Selig Polyscope
Co. in the Garland Building. But get a blank somewhere and get
into this contest.

ADDRESS YOUR LETTER TO DEPARTMENT 526

The Chicago Tribune
The World's Greatest Newspaper
(Trade Mark Registered.)

Big Special Summer Sale

STARTING next Monday, we will sell these four useful, highly efficient Electrical Appliances to lighting customers of this Company at striking reductions from the regular prices. Choose any one or any combination of the four.

Watch for Further Details

Watch for our advertisements featuring each appliance individually and quoting the special purchase terms. Watch for the Electric Wagon, which will soon be in your neighborhood, carrying a full line of these appliances and accompanied by a corps of men who will demonstrate them and explain the liberal purchase terms in detail.

Commonwealth Edison Company

Edison Building, Adams and Clark Streets
Salesroom, 137 North Clark Street
BRANCH APPLIANCE STORES:
ELECTRIC SHOP, Michigan and Jackson Bldg.
9163 South Chicago Avenue 2537 No. Kalda Blvd.
5046 West Lake Street 5891 Levee Ave.

POLICEMEN MAY HEAR FATE TODAY IN GRAFT CASE

Erbstein Starts on Argument for Defense; O'Donnell Will Follow.

Capt. James O'Dea Storen and Detective Sergeant Michael Weisbaum and Frederick Roth, defendants in Judge Dever's court in the so-called police graft trial, may know their fate today. The case is expected to go to the jury shortly after noon.

It had been expected that with the holding of a night session the fate of the defendants would be placed in the hands of the twelve men last night, but Judge Dever abandoned this plan in view of the lack of transportation owing to the street car strike.

Malato Opens Arguments. Assistant State's Attorney Stephen A. Malato made the opening argument to the jury in behalf of the prosecution in the afternoon and Attorney Charles E. Erbstein began his address, but did not finish by the time court adjourned for the day.

Defense Reopens Case. While the defense closed its case on Monday, it was reopened to permit Judge La Buy of the Municipal court to testify regarding Judge Dever's conduct in the "million dollar burglary" trial, joining his probation card. The judge said testi-

mony to this effect was given in his court and that he had communicated with the adult probation officers, the latter stating that he had no record of the loss of the card, but allowing that its loss might have been reported and no record made of it.

State's Attorney Hoyne was the first witness called by the prosecution on rebuttal. "Do you know Mrs. Weisler?" he was asked.

"Yes, I saw her once. She said she had made a statement to Assistant State's Attorney Case, which was part true and part not true. She said that Weisler induced her to make it. I told her that she should tell nothing but the truth and that she would be punished if she told anything but the truth."

LANDIS SENDS MAYOR SUNDAY SALOON EVIDENCE. Matthew J. White, Owner of Log Cabin, Admits He Sells Liquor Despite Sabbath Law.

Judge K. M. Landis, in the United States District court, yesterday continued his investigation into the meaning of the term "live wire" as used by Donald Dawson, indicted by the federal grand jury on a charge of violating the Mann act, in transporting Ethel Smith of Lebanon, Ind., from Indianapolis to Chicago for immoral purposes. A saloonkeeper, Matthew J. White, proprietor of the Log Cabin saloon, 381 South Clark street, was called in to testify.

"I always thought a 'live wire' was a man who had plenty of money and was willing to spend it," said White. During the questioning of the saloonkeeper Judge Landis understood the witness to say something about an occurrence in his saloon on a Sunday night.

"What do you do in there on Sunday?" asked the judge, "hold debates?" "No, I sell liquors the same as any other day."

"Do you mean all this takes place down here on Clark street, in the loop, here in Chicago?" asked the judge. "Yes, your honor."

Turning to Assistant District Attorney Benjamin P. Erbstein the judge said: "Mr. District Attorney, the court stenographer here has a record of all the facts which have come out in these last few minutes of questioning. He will turn over to you a transcript and I want you to turn it over to the mayor."



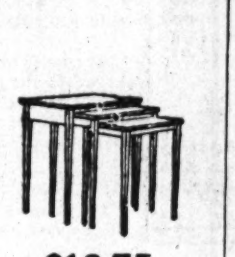


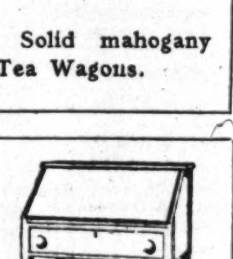
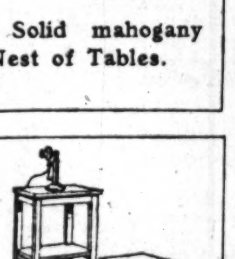
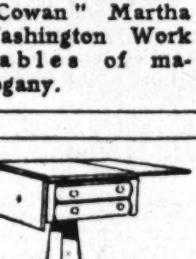
MARSHALL FIELD & CO.

INTERIOR DECORATIONS & FURNISHINGS

You Can Order This Furniture by Telephoning Private Exchange One

An easy—convenient—and in every way satisfactory method of shopping.

The pieces illustrated below are especially adapted for Wedding Gifts and for Summer House Furnishing.

			
\$25.00	\$16.50	\$13.75	\$12.00
Mahogany Desks of graceful design; 28 inches wide.	Desks in mahogany or fumed oak.	Fumed oak or mahogany finished Phone Stands and Seats.	Exceptionally handy mahogany Work Tables.
			
\$12.75	\$9.75	\$2.75	\$13.50

			
\$5.75	\$1.95	\$6.50	\$12.75
			
\$1.00	\$2.50	\$2.35	\$7.50

			
\$4.75	\$2.75	\$4.00	\$7.50

All of the Above Furniture Will Be Found on the Eighth Floor.

Pack Your Grip

and get away for an outing in the woods. We have booklets and folders on all the popular places—east and west—and will gladly mail them to you FREE if you will write us.

The Chicago Tribune Travel Bureau
Room 520, Tribune Building
Phone Central 100

RESORTS—FOREIGN

Ocean Travel.

ANCHOR LINE
ROYAL MAIL
Steamships
SAILING
Regularly

New York and Glasgow
Transatlantic, Tuscania, New York 20,000 tons d/t
The Large, Modern, Twin-Screw Steamers
Campania—California—Caledonia—Columbia
TUSCANIA, JUNE 25
TUSCANIA, JULY 23
CAMERONIA, AUGUST 6
For Books of Tours, Rates, etc., apply to
ANCHOR LINE
S. E. Co. Randolph and Dearborn Sts., Chicago
Phone Central 2051.

AUSTRALIA
NEW ZEALAND—SOUTH SEAS
Departing through millings from San Francisco for Sydney via Hobart and Wellington, June 25, July 2, Aug. 13 and every 20 days.
For particulars apply to
Queen Steamship Co. of New Zealand, Ltd.
401 Office, 401 Madison Street, San Francisco
Or Lane & Co. and Railroad Agencies.

CARSON PIRIE SCOTT & Co.

Telephone Private Exchange 2

ONE of the important branches of this store's service has been its "Shopping by phone" division. This division is composed of experts who make selections according to the wishes of our patrons who do not find it convenient to come to the store in person.

To cover the present situation more thoroughly we have placed special telephone order-takers in every department throughout the store. They may be called direct by using the Local number appearing under each section of our advertisements.

One of the Most Exceptional Purchases We Have Ever Made Brings These

Women's Frocks of Georgette Crepe and Taffeta at \$22.50

Private Exchange 2—Local 127

Not only exceptional in price, but also in mode. For these are by no manner of means the usual sort of frocks which would be remarkable at this price.

They have a distinctiveness of style, an originality of design which places them in a class apart—and makes them doubly desirable.

The Georgette crepe is striped orange and green or red and green on a navy blue ground, or red and orange on green ground.

The coatee, bodice and skirt bandings are of taffeta, blue or green. One of these is sketched at the left. Specially priced at \$22.50.

Equally Unusual in Value and Mode
Summer Frocks of Beige-Color Voile at \$12.75

Sketched at the right is this very new and delightful frock. The soft-toned voile is trimmed in raitine stripings with tiny flecks of color, orange, green, red or black. Specially priced at \$12.75.

Fourth Floor, North Room.



Summer White Goods

Private Exchange 2—Local 239
A Beautiful Quality of White Pearl Line Lawn

One of the daintiest of the sheer white fabrics—ideal, because of its weight and finish, for summer garments. Specially priced at—30c yard

40-inch Plain Cotton Voile at 40c Yard

A beautiful soft and finely woven material popular for summer blouses and frocks, specially priced 40c yard.

36-inch White Cotton Gabardine 50c Yard

A fabric in high favor and so well adapted for the making of summer sports skirts and suits, at 50c yard.

Second Floor, North Room.

Table Linens
Private Exchange 2—Local 14
72-Inch Bleached Irish Table Damask, \$1.15 Yard

In an assortment of designs and at a very special price compared to the price of similar qualities. \$1.15 yard.

Combination solid and new eyelet embroidered scarfs with rose scalloped edges—

Size 18 x 36 inches, \$1.25 each
Size 18 x 45 inches, \$1.35 each
Size 18 x 54 inches, \$1.50 each

Hemstitched damask tablecloths, size 66 x 66 inches, specially priced \$3 each.

Hand scalloped and embroidered round and hemstitched and embroidered square luncheon cloths—

45-inch size, \$3.75 each
54-inch size, \$5.00 each
52 x 52-inch unhemmed damask luncheon cloths in an assortment of patterns at \$2 each.

Second Floor, North Room.

A Summer Special in Front-Lace Corsets at \$5

Private Exchange 2—Local 28

And these have been made especially delightful for summer.

The fabric, a silk-stripe batiste with a silk dot in pink or white, is light in weight and unusually dainty.

As to the corset lines—the model at the right shows how absolutely correct these are.

Flat back, support at bust and over the abdomen, well defined waist-line and elastic insets are the details to be particularly noted.



The value is really out-of-the-ordinary at \$5.

Front-Lace Corsets That Have Been Reduced

Now, because of broken style and size assortments they have been collected in this special group and are much reduced in price—at \$5.

Lace Brassieres for Summer Wear, Special, 75c

Sketched here on the figure at the right. Brassieres are a dominant factor this season in obtaining the proper lines above the waist. These will prove thoroughly satisfactory in fit and style. 75c.

Third Floor, North Room.

Blouses of Filet Lace at \$5.75

That Establish a Delightful Summer Vogue

Private Exchange 2—Local 27

At least one blouse in the summer wardrobe must be of lace.

Women seem to have agreed upon that without dissent, if one might judge from the increasing favor of just these very blouses.

Cream-color filet lace is mounted over flesh-color chiffon.

Add to that fascinating combination a dainty bodice-effect of shimmering satin, either white or pink—and you have the very lovely blouse pictured here.

Such blouses are a delight to find so low in price—\$5.75.

Fourth Floor, North Room.



SECTION GENERAL MARKETS.

WILSON POND THREE PLAC PACIFY M

Mediation, Support Leader, or Inter Are Alternat

MEXICANS PRAISE U

[BY A STAFF CORRESPONDENT] Washington, D. C., June 15.—Three plans for the adjustment of the troubles by the United States and Mexico have been given the approval of the United States and Mexico. The plans are: First—Mediation of the warring factions. Second—Indorsement of American capital which will support a man or group given the moral backing of the States. Third—Armed intervention. The arrival here today of O'Shaughnessy, former chief of Mexico City, gave news that he is to be sent to Mexico as mediator between the warring factions. This was neither confirmed nor denied.

Action Not Decided. President Wilson has been asked as to what course of action he will take in the matter of the Mexican revolution. He has not yet decided.

Manuel Vasquez Tagle, justice in the cabinet of Mexico, has been in Mexico since Huerta's fall. He is to be sent to Mexico as mediator between the warring factions. The arrival here today of O'Shaughnessy, former chief of Mexico City, gave news that he is to be sent to Mexico as mediator between the warring factions. This was neither confirmed nor denied.

Mexicans Approve Wilson. Stories of the new approval of Wilson's Mexican policy and foreign residents in Mexico have been in the activities of the international relief food short. The Vera Cruz chieftain's public here today, stated that the control of all Mexico should be in the hands of the United States. Wilson's suggestions and "a" with the various factions, the capitulate to the Carranzas. Wilson's suggestion and "a" with the various factions, the capitulate to the Carranzas. Wilson's suggestion and "a" with the various factions, the capitulate to the Carranzas.

GERMAN SUBMARINE TRAWLER WITHOUT. British Boat Goes Down. Minutes—Four of Crew Escape.

LONDON, June 15.—The British ship, the "H. M. S. Arcturion," was torpedoed and sunk by a German submarine. The crew of eleven men were saved. There were no women or children on board. The ship was on its way to the east coast. The ship was on its way to the east coast. The ship was on its way to the east coast.

Where 1. Advertising. The Tribune. The other morning. The Daily Tribune. Chicago morning paper. The Sunday Tribune. Newspaper west of New York.

Where 1

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The Chicago Tribune School Bureau

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ice has been its "Shop-
imposed of experts who
ons who do not find it

placed special telephone
they may be called direct
in of our advertisements.

urchases We

These

gette Crepe

2.50



Special in Corsets at \$5

2-Local 28

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The fabric, a silk-
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As to the corset lines—the
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Flat back, support at bust
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Ordinary at \$5.

Have Been Reduced
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ner Wear, Special, 75c

at the right. Brassieres are
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are thoroughly satisfactory in

Lace at \$5.75

utful Summer Vogue

2-Local 27

GERMAN SUBMARINE SINKS
TRAWLER WITHOUT WARNING
British Boat Goes Down in Two
Minutes—Four of Crew of Eleven
Escaped.



LONDON, June 15.—The British trawler
Argyll was torpedoed and sunk by a Ger-
man submarine.

Of the crew of eleven men only four
were saved. Three were landed at Har-
wich, on the east coast. The Argyll was
sent to the bottom without warning and
went down in less than two minutes.

Although assured by the governor of
Trist and other Austrian authorities that
he would not be molested, he was distrust-
ful of their promises and took refuge in
the American consulate. The first time he
went out of the building he was arrested.

Where 1 Equals More Than 2

Advertising Printed by Chicago Morning Papers
Tuesday, June 15th, 1915.

The Tribune 104.87 columns
The other morning papers combined 94.52 columns
Tribune's excess 10.35 columns

The Daily Tribune has more paid circulation than the other
Chicago morning papers combined.

The Sunday Tribune has more paid circulation than any other
newspaper west of New York City.

Our Boy's Education

means much to him in later life.
Choose carefully the school that
best fits his needs. Let us help you
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formation. We keep on file the
catalogues of boys' schools both
at and west, and are able to fur-
nish you with details concerning
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Chicago Tribune School Bureau
Room 520, Tribune Building
Phone Central 100

WILSON PONDERSTHREE PLANS TO PACIFY MEXICO

Mediation, Support of Some
Leader, or Intervention
Are Alternatives.

MEXICANS PRAISE U. S. NOTE.

(BY A STAFF CORRESPONDENT.)

Washington, D. C., June 15.—(Special.)—Three plans for the adjustment of Mexico's troubles by the United States or through its agency are being considered by officials of the Wilson administration. They are:

First—Mediation of the troubles of the warring factions.
Second—Indorsement of a plan of American capital which is willing to support a man or group in Mexico to give the moral backing of the United States.
Third—Armed intervention.

The arrival here today of Nelson O'Shaughnessy, former chargé d'affaires at Mexico City, gave rise to the rumor that he is to be sent to Mexico to act as mediator between the warring factions. This was neither confirmed nor denied by the administration.

Action Not Decided On.
President Wilson has come to no decision as to what course of action he will follow if the Mexican leaders fail to get together as suggested in his proclamation.

Mannuel Vasquez Tagle, minister of justice in the cabinet of Madero, who has taken no part in revolutionary activity in Mexico since Huerta's coup in February, 1913, has been practically agreed upon by leaders of the Villa-Zapata coalition as acceptable to them for the provisional presidency should an agreement with the Carranza faction be possible.

Carranza Demands Foes Surrender.
El Paso, Tex., June 15.—Gen. Carranza wants peace, but only a victorious peace. In a reply to Gen. Villa's overture, the first chief of the Constitutional party demanded that Villa and Zapata surrender unconditionally to the Carranza faction.

The Vera Cruz chief's note, made public here today, stated he was in practical control of all Mexico, except the state of Coahuila, and that he was willing to follow Wilson's suggestions and "get together" with the various factions, the latter must capitulate to the Carranzistas. It is considered unlikely here that Villa will surrender unconditionally.

Mexicans Approve Wilson's Note.
Stories of the wide approval given President Wilson's Mexican note by foreign and foreign residents in Mexico City; of the activities of the international committee to relieve food shortages; of foreigners to resist payment of taxes proclaimed by Gen. Alvaro Obregon during his occupation of the capital, and of the looting by Mexican soldiers despite guarantees proclaimed by individual commanders, were related here today by Americans who reached the border after an eleven day overland journey from the Mexican capital.

They stated that on May 12 an attempt was made to assassinate Roque Gonzalez Garza, then provisional president in Mexico City, and in the fighting more than two score assassins were killed by his bodyguard.

Gen. Villa has instructed his officers at Tampam to punish persons guilty of the killing of Garza and wounding of the British subject there recently, according to advice received today by H. C. Myles, British consul here. The message from Miguel Diaz Lombardo also stated that the Villa government would make reparation.

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Battleline Homes of German Officers.

(Photo by E. F. Weiler, Tribune Staff Photographer.)



This picture shows how the German officers have erected bomb-proof shelters just back of the first line of trenches in northern France. A great deal of care is taken in beautifying the surroundings with stone lined walks bordered with flowers.

OPENS INQUIRY UPON LUSITANIA

Survivors Fail to Hear Evi-
dence on Admiralty
Warning.

LONDON, June 15.—Survivors of the Lusitania disaster, together with relatives of passengers who lost their lives and a force of privately retained lawyers, attended the opening session today of the board of trade inquiry into the destruction of the liner, whose sinking by a German submarine on May 7 caused a loss of more than 1,100 lives.

The survivors expressed disappointment at the fact that the testimony relating to the Lusitania's wireless instructions to the Lusitania was given in camera, since they now see small hope that any evidence will be forthcoming to show whether the officers of the ship exercised all precautions to protect the vessel and passengers.

Denies Vessel Was Armed.
"The Lusitania was not armed and it never was fitted out as a transport," said Sir Edward Carson, attorney general in the new cabinet, in addressing the court.

"In the note to Germany the United States already has officially denied the Lusitania was armed, and the evidence I propose to call will confirm and fully prove the remarks of the American government."

"Without warning a German submarine fired two torpedoes at the Lusitania. Such an act was not only contrary to international law but contrary to the dictates of civilization and humanity."

Turner Is Chief Witness.
Capt. Turner was the principal witness today. He appeared to be in good physical condition and in full control of his nerves.

Capt. Turner said the ship was not armed, either for offense or defense, and carried no masked guns. The captain estimated that ten seconds after the Lusitania was struck it was impossible to turn the ship. He said the three difficulties in rescuing passengers were the list of the ship, its headway, which carried it two or three miles after being struck, and the shortness of time.

ITALIAN CONSUL AT TRIEST
TAKEN AT U. S. CONSULATE.

Signor Canova Arrested After Being Assured of Safety by Austrian Authorities.

UDINE, Italy, June 15.—Signor Canova, who was left in charge of the Italian consulate at Trieste when the war started between Italy and Austria-Hungary, has been arrested and sent to a concentration camp. He was standing on the steps of the American consulate when arrested.

Although assured by the governor of Trieste and other Austrian authorities that he would not be molested, he was distrustful of their promises and took refuge in the American consulate. The first time he went out of the building he was arrested.

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URGE WILSON TO BETTER DEFENSE

Delegates of National Se-
curity League Cite Need
of Prompt Action.

New York, June 15.—A resolution introduced by Mayor Curley of Boston appealing to President Wilson to call the attention of congress to "the pressing need of prompt and efficient action" with regard to the national defense was unanimously adopted today by the delegates to the Peace and Preparedness conference of the National Security League.

The Massachusetts delegates at first proposed that a special session be demanded of congress to consider what they termed the unprepared state of the country, but such action was deemed inadvisable and was abandoned.

The resolution was adopted at an executive session following a luncheon in an uptown hotel, which more than 1,000 persons attended. The speakers were George von L. Meyer, former secretary of the navy; Luke E. Wright, former secretary of war; Maj. George Haven Putnam, and Frederick B. Couderc.

"One of those lessons of the war is that treaties, however solemn, in the stress of angry passion or selfish interest, may be torn to shreds," Mr. Wright said. "Another is that the rights of neutrals are not always carefully regarded by most belligerents, and the third, that most important to us, is that if a nation can hope to escape from danger to its prosperity or to its very existence, it must be by preparation and by a reliance upon its own preparedness, rather than upon treaties and written papers of any sort."

ITALIAN PAPER SAYS TURKS
SEEK A SEPARATE PEACE.

Idea National Avers Sultan Has Sent an Embassy to Berlin to Get the Consent of Germany.

ROME, via Paris, June 15.—The idea National says it has received advice from Turkey that the Turkish government has sent an embassy to Berlin to get the consent of Germany.

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COMMONS AWARD A BILLION MORE

Asquith Says War Will
Continue Until Allies
Have Victory.

LONDON, June 15.—The house of commons today voted another credit of £1,500,000,000, making, with previous sums, a total of \$4,800,000,000 allowed for war purposes.

In introducing the measure Premier Asquith remarked that from April 1 to June 12 the expenditure had been at the rate of \$13,300,000 daily. He estimated that the total daily expenditure during the currency of the new credit would be not less than \$15,000,000 for the reason that as the war extended its area Great Britain's financial obligations to the allies would increase.

After paying a tribute to his late colleague in the cabinet, Mr. Asquith claimed both for himself and his new colleagues the staunch adherence of their respective political parties.

"The situation was without parallel in our history," the premier said. "The demand which it would make upon the energies of the nation and upon the patience and foresight of the government and the confidence felt by the one in the other, could not be measured by any precedent. But our national policy remains unchanged—to pursue the war at any cost to a victorious issue."

SHAW WANTS NORTHCLIFFE
SENT UP FOR SIXTY YEARS.

Compares Culpability Regarding Recruiting of Publisher and Man Put in Jail in Ireland.

LONDON, June 15.—George Bernard Shaw has written to the editor of the Skellig, who last week was sentenced in Dublin to six months at hard labor for making an anti-recruiting speech and was released last night owing to impaired health from a hunger strike. Shaw contrasts the treatment of Skellig and Lord Northcliffe. The latter says: "Not only has he endeavored to stop voluntary recruiting by refusing to insert war office appeals but actually with the same object, that of bringing about conscription, he has published a letter from the Bishop of Exeter converting the impression of a British regular brigade made a simultaneous attack on the advanced Turkish forces and after severe fighting succeeded in maintaining their position in the face of the captured position."

On the morning of the 13th a counter attack was made by the Turks, who rushed forward with bombs, but coming under the fire of the naval machine gun squadrons were annihilated. Of the fifty who attacked thirty dead were counted in front of that part of our trenches."

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Allied Aviators Raid Karlsruhe in 23 Machines

Capital of Baden Bom-
barded from Sky by
Large Fleet.

TWO AIRMEN LOST

LONDON, June 15.—An aerial raid on Karlsruhe, capital of the Grand Duchy of Baden, in which twenty-three aeroplanes took part, is described in messages received tonight.

Pairs reports that heavy damage was done, but the Berlin report said: "The open town of Karlsruhe, which is far from the theater of operations and not fortified, was attacked with bombs dropped by hostile airmen. So far as is now known eleven citizens were killed and six injured. Military damage could not have been caused. One aircraft of the enemy was brought down by one of our military airmen and the occupants were killed. Another enemy aircraft was obliged to land near Schirneck."

French Report on Raid.
The report from Paris gives the following details:

"At 5 o'clock in the morning twenty-three aeroplanes set out for Karlsruhe. Although caught by a northeast wind, they arrived over the town between 5.30 and 6.30 o'clock. They dropped 380 projectiles of 90 and 155 caliber on the objects which had been indicated to them, particularly the chateau, an arms manufacturing plant, and the station. A great number of houses followed. A panic was observed in the railway station, from which trains departed hastily, proceeding in an easterly direction.

"The machines were subjected to a violent attack, particularly on their outer trip, at Saverne (Saverne), Strasbourg, Rastatt, and Karlsruhe, and on their return at Blamont, Phalsbourg (Phalsbourg) and Saverne. All of them returned except two."

French Claim Gains.
The following official communication was issued by the French war office tonight:

"During the course of last night local infantry actions developed in the region to the north of Arras, in the sectors of Lorette and Neuville, and to the south of Arras at the Touvent farm. All the German counter attacks were repulsed by our troops, who inflicted heavy losses on the enemy."

"The attack directly by the enemy on the night of June 14-15 against the trenches which we captured at Queneville, east of Tracy-le-Mont, was repulsed by our troops, who inflicted heavy losses on the enemy."

"The following announcement was made in Berlin:

"The French yesterday suffered a fresh defeat in their attempts to break through the line between Levin and Arras. The operations are of the highest importance," he added, "and they will be pushed to a successful conclusion."

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Business, Commercial and Financial Section. Further Slump in Wheat Market. Prices Make New Low Marks for Season; Liverpool Values Break Badly. Coarse Grains Heavy. The Chicago Daily Tribune, Wednesday, June 16, 1915. Includes various market reports, grain prices, and financial news.

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